OD 1324

Downtown VICTORIA

Plan 1990

C.V. Words & Images

UPDATED 2005

LEGEND (With Text Reference)

New Development and Heritage (B1)

- Redevelopment (B1)
- Infill-Moderate Change (B1)
- Minimal Change (B1)
- Heritage Buildings and Candidates (B1)
- Public and Private Open Space (B2·3)

Note: Image Features e.g. Vistas, See B2-2
Improved Crosswalks, See B2-5
Street Classifications, See B3-6

Customer Parkades (B4·2)

- (P) Civic Existing (B4·2)
- P Private Existing (B4·2)
- (P) Potential (B4·2)

Shop Frontage (B3·4)

- Essential (B3·4)
- Desirable (B3·4)

Transportation Terminals (B2·8)

- (A) Air (B2·8)
- (CF) Car Ferry (B2·8)
- (PF) Passenger Ferry (B2·8)
- (R) Rail (B2·8)

Pedestrians (B2·5)

- Main Spine Walkways (B2·5)
- Secondary Walkways (B2·5)

BURNSIDE

ROCK BAY

Working Harbour

SONGHEES-DOCKSIDE

Inner Harbour

SONGHEES NEIGHBOURHOOD

JAMES BAY NEIGHBOURHOOD

NORTH PARK RESIDENTIAL NEIGHBOURHOOD

HARRIS GREEN RESIDENTIAL NEIGHBOURHOOD

CATHEDRAL HILL NEIGHBOURHOOD

RETAIL CORE BOUNDARY

DOWNTOWN BOUNDARY

METROPOLITAN CONTEXT

- ☆ Regional Centres
- ■ District Centres
- ○ Neighbourhood Centres

North Saanich, Sidney, To Anacortes, Central Saanich, To Duncan, Saanich, Saanich Plaza, Gateway Plaza, Town & Country Shopping Centre, Mayfair Shopping Centre, Tillicum Mall, View Royal, University Heights Shopping Centre, Langford, Canwest Mall, Colwood, Esquimalt, Oak Bay, Metchosin, Downtown VICTORIA, Hillside Plaza, To Port Angeles, U.S.A.

PRECINCTS

See Part C For Individual Precinct Plans

Map A

DOWNTOWN VICTORIA PLAN 1990

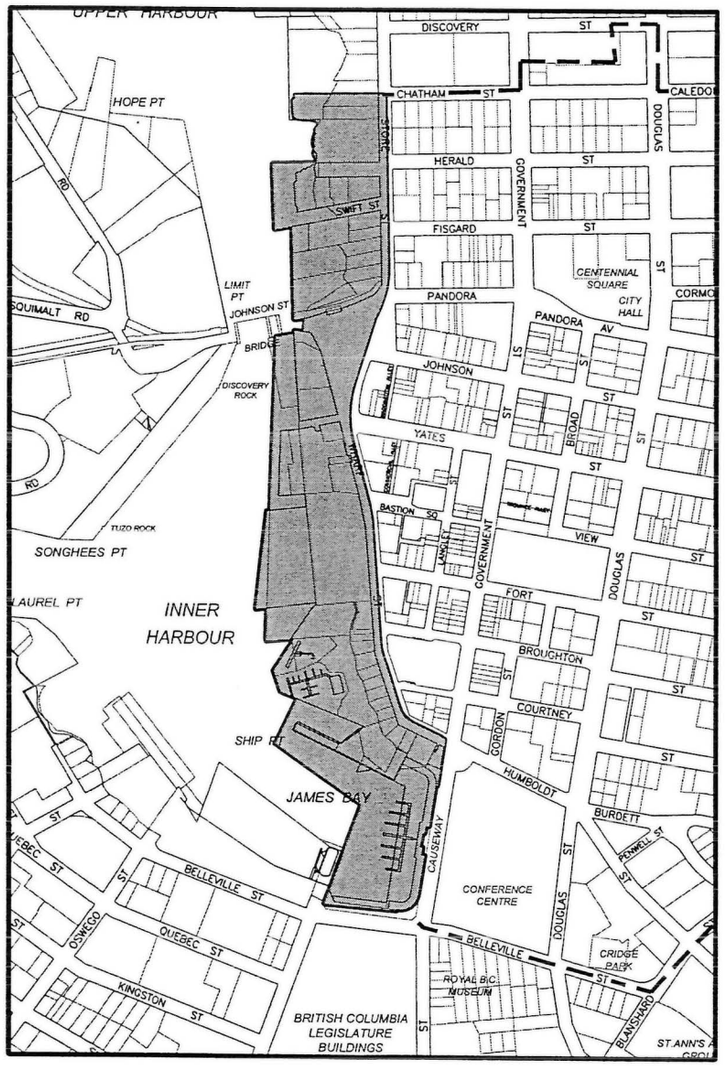
SUMMARY

Note: This is not an official plan. While the various ideas and proposals have considerable merit, City Council is not obliged to carry them out.

890926
880725
900412
920509

Addendum Maps, February 2004

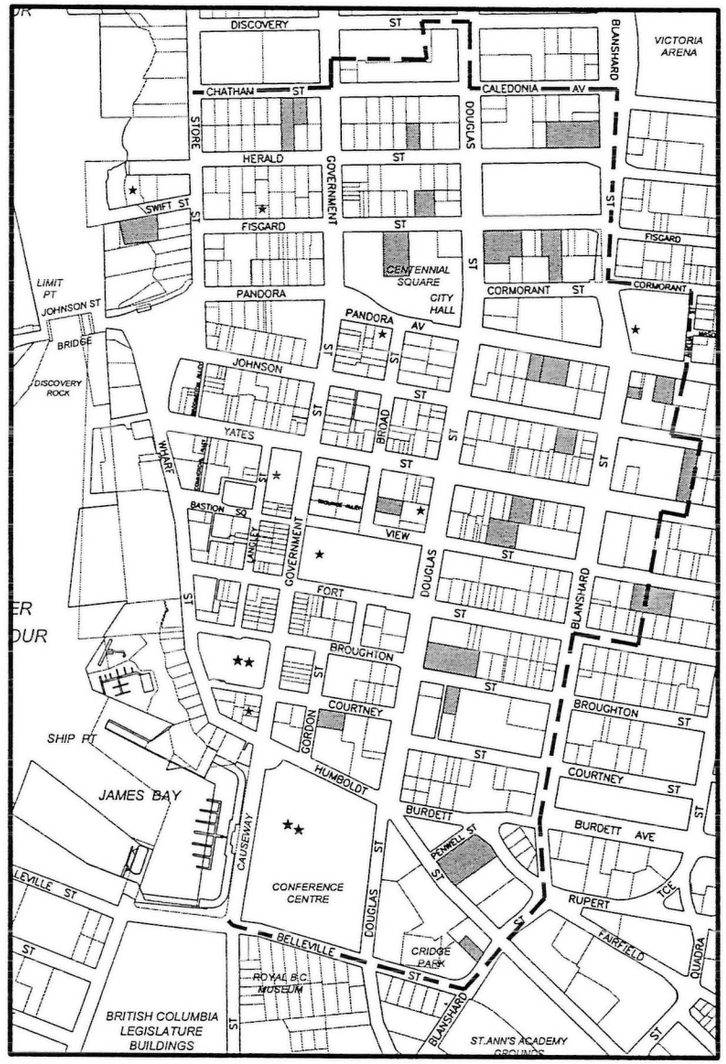
Map A-1
Relationship To Other City Plans



Legend

See Harbour Plan for more current policies.
See also the Official Community Plan

Map A-2
Major Developments, 1991 - 2003

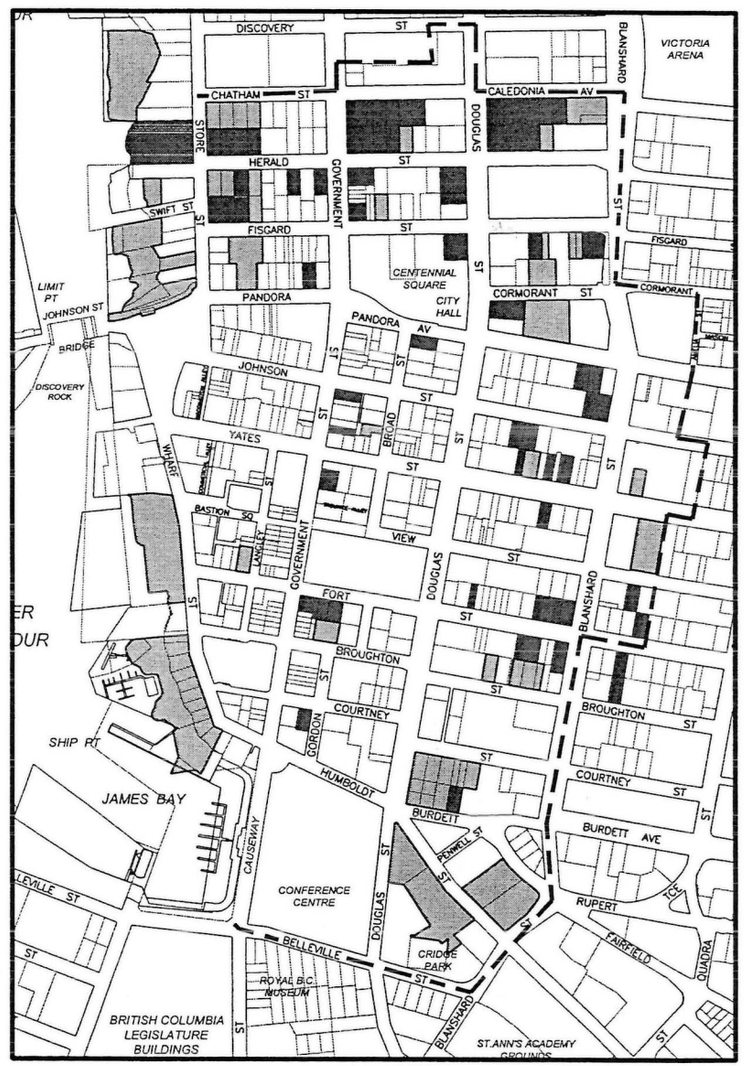


Legend

★ Renovation

New Buildings (or major additions)

Map A-3
Development Sites Available 2003



Legend

Vacant Lots

Lots less than 50% developed (Non Heritage)

MAYOR
Gretchen Brewin

ALDERMEN
Janet M. Baird
Frank S. Carson
Jan Greenwood
Suzanne Hansen
Martin Segger
W.A. Eric Simmons
Pieta Van Dyke
Geoffrey Young

City of
VICTORIA
British Columbia

April 1990

DEAR READER

This plan was adopted by Council on April 12, 1990 as a guide for future development Downtown. The plan establishes a "blueprint" for the many community actions that will need to be taken to ensure Downtown's continued success and prosperity. It suggests methods for conserving our beautiful heritage buildings. It also proposes ways to harness the forces of change to make Downtown more accessible, attractive and enjoyable.

The plan has been more than two years in the making and contains ideas from many individuals and groups. However, it is anticipated that the plan will need to be reviewed and updated in five years time. Your suggestions for improving the plan are welcome.

Alderman Janet Baird

Janet M. Baird

Chairman of Planning

This version includes revisions up to January 1, 1995

Table of Contents

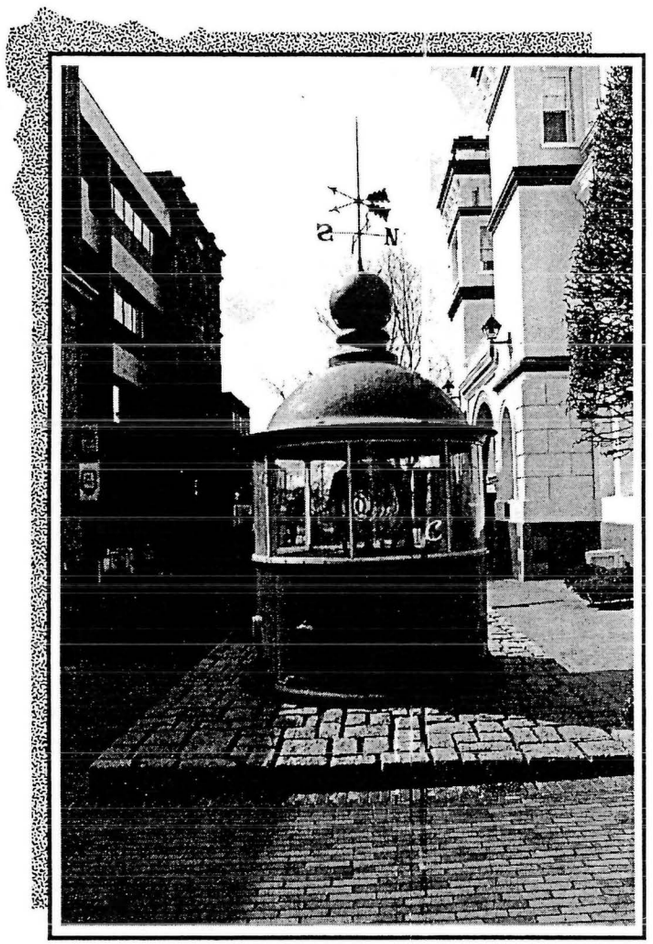
		Page
A	Plan Summary Map	III
B1	New Development and Heritage Conservation: Striking the Balance	2
B2	A Place to Enjoy	4
.1	Introduction	4
.2	Urban Design - Image and Guidelines	4
.3	Open Space and Public Buildings	6
.4	Streetscape	8
.5	Pedestrians and Cyclists	10
.6	Building Height	12
.7	Residential	14
.8	Tourism	16
B3	Jobs and Investment	18
.1	Introduction	18
.2	Density and Bonusing	20
.3	Offices	22
.4	Retail and Entertainment	24
.5	Service and Industrial	26
.6	Transportation	28
B4	Parking	30
.1	Introduction	30
.2	Parkades	32
.3	Street Parking	34
.4	Parking Lots	35
.5	Parking in New Building Projects	36
C	Precinct Plans (separate document)	
D	Glossary of Terms	38

Maps

		Page
A	Plan Summary	III
B1	New Development and Heritage Conservation: Striking the Balance	2
B1A	Proposed addition to the Old Town Zone	42
B2.2	Urban Design Image	4
.3	Open Space and Public Buildings	6
.4	Streetscape	8
.5	Pedestrians and Cyclists	10
.6	Building Height	12
.8	Tourism	16
B3.2	Density and Bonusing	20
.3	Offices	22
.4	Retail and Entertainment	24
.5	Service and Industrial	26
.6	Transportation and Transit	28
B4.2	Parkades	32
.3	Street Parking	34
C	Precincts	37

Tables

B4.2.1	Major Customer Parkades by Number of Spaces	30
B4.2.0.2	Major Customer Parkades - Surrounding Area of Retail and Entertainment Floorspace per Parking Space	31
B4.2.0.3	Major Customer Parkades - Surrounding Area of Retail, Entertainment and Office Floorspace per Parking Space	31



Bastion Square

Preface

The City of Victoria just celebrated its 125th anniversary...one and one-quarter centuries of development and prosperity. From a tiny coastal settlement, through the Victorian era to a modern capital city, Victoria has held its charm and character while meeting the challenges of the day. Its people, buildings, its heritage and its setting have made this city unique. Here is a plan for Downtown that strikes a balance between development and heritage conservation and addresses other growing concerns as Victoria heads into the 21st Century.

Downtown serves more than a quarter-million metropolitan residents. It has a vigorous, growing economy and increasingly, it has become a choice place to live. It has much to offer...a picturesque harbour, magnificent vistas, and a rich heritage of design excellence. A sense of compactness, of being able to traverse Downtown through a pleasant environment on foot, in a matter of minutes, is one of its greatest assets. This Plan recognizes that Downtown can meet its growth needs to the turn of the century within its present boundaries. In the distant future, beyond the scope of this Plan, expansion northward into Rock Bay may be a possibility.

How to use the Plan

The Downtown Plan has essentially three parts:

- Part A is a map summary, providing an overview picture of Downtown's future prospects and a directory for accessing more detailed information further on in the Plan text.
- Part B deals with issues in more detail. Background information, projections, objectives, policies and implementation actions are offered in four chapters dealing with Downtown's major challenges ie.
  - a place for heritage and new development
  - a place to enjoy
  - a place for jobs and investment
  - parking
- Section C provides a close-up look at each of the distinct precincts that make up Downtown. These range in area from less than one block to several blocks. For each there is a map showing features and opportunities with margin notes cross referenced to Part B of the Plan.

Note:
Section C is published as a separate document to this one.

Note:
This is not an official plan.
While the various ideas and proposals have considerable merit, City Council is not obliged to carry them out.

Introduction

New Development and Heritage Conservation

Victoria has experienced two major building booms in its history, the first between 1890 and 1912, created a stock of buildings, which, to this day, defines the special heritage character of Downtown. From 1912 until the late 1950's construction occurred slowly. Then during the 1970's and continuing to date, the second Downtown building boom has occurred.

As of 1987 Downtown contained some ten million square feet of occupied space. It is projected by the year 2001, a net increase of 1.5 million square feet of floor space will be added. The challenge is to accommodate this development, while conserving our heritage.

About 65% of all the designated heritage sites in British Columbia are located in our City; most are Downtown.

The **Downtown Victoria Plan** illustrates numerous sites that may merit heritage status. It also identifies many large sites considered appropriate for new development which do not involve structures considered to have heritage significance. The larger of these redevelopment sites could accommodate, at current permitted densities, 2.2 million square feet of new development. The projected demand to the year 2001 is approximately 1.5 million square feet.

This plan:

- Accommodates the demand for new development Downtown
- Protects buildings of heritage significance and encourages their rehabilitation
- Preserves the heritage integrity of Old Town

A Place To Enjoy

The splendid architecture is but one of several assets. The picturesque harbour, magnificent vistas and the network of streets and open space make Downtown a special place. A sense of compactness, of being able to traverse Downtown through a pleasant environment on foot, in a matter of minutes, is one of its greatest assets. A goal of the plan is to keep Downtown as attractive, convenient and secure as possible.

Positive Image

The Plan calls for conserving and improving attractive features like the high quality views of the Harbour. The programme for reviewing and updating existing design guidelines will continue.

Open Space

Although public open space accounts for only about 4% of the Downtown's land area, the major spaces that exist such as Centennial and Bastion Squares, contribute much to Downtown's character and liveability. Open space will be extended to accentuate natural features and provide relief in congested areas. Bastion Square is an example of existing open space that will be redesigned. The Government Street semi-mall will be extended, initially to Pandora Avenue and in the longer term, as far north as Herald Street. Areas to be made more accessible include the Harbour, and the Humboldt Valley extending through the Empress Grounds to Beacon Hill Park.

Public Buildings

The region's major institutions such as the University or Art Gallery are encouraged in this Plan to establish a presence in or adjacent to the Downtown.

Streetscape

The streets take up about one-third of Downtown's land area. They provide, among other things, relief from the built-up environment. The City streetscaping programme for sidewalk design and street furniture is to be improved and expanded. Overhead wiring, sub-standard sidewalks, exposed surface parking lots and derelict properties will be remedied under this plan.

Tourism

The Plan anticipates Victoria's international reputation as a tourist attraction will continue to grow. This Plan aims to accommodate this growth by a number of measures, including foot passenger ferry and float plane terminals on the Downtown shoreline.

Height Limits

Permitted heights now vary from a minimum amount on the Inner Harbour shoreline to 143 feet near Blanshard Street. This Plan provides for for high quality vistas, landmarks and open spaces to be protected from the effects of unduly high buildings.

Apartments

This Plan anticipates a steady increase in Downtown's resident population. It is also expected that there will be major increases in the residential populations in the surrounding neighbourhoods of North Park, Harris Green, Cathedral Hill and Songhees adding vitality and business benefits and reducing the need for car based commuters. With the exception of planned industrial areas, residential use is encouraged throughout Downtown.

Pedestrians and Cyclists

Walking is the preferred way of getting Downtown for 21% of customers. As more residential development occurs this figure will increase. Improvements for pedestrians and cyclists will include mid-block walkways, more generous space for sidewalks and bike lanes, easier access to the waterfront and the Johnson Street Bridge.

Jobs and Investment

There is an enormous investment in Downtown's buildings, parkades, services and beautification projects. Downtown businesses and properties generate in the neighbourhood of 25% of the City's total revenues. At the same time Downtown forms the focal point for a growing metropolitan population exceeding one-quarter million. It must compete successfully with a range of regional commercial centres such as Hillside, Mayfair and Tillicum. This Plan attempts to enhance the community's investment in Downtown and to ensure primacy in the region's hierarchy of commercial places.

Transportation

Surface parking lots are being replaced with new buildings. The popularity of the private car and the convenience of its use is reflected in the relatively low bus ridership. Access to parkades forming a ring around the pedestrian dominated core of the Downtown needs to be improved. Transit services and safety for cyclists will also be improved as alternatives to the private automobile.

This Plan will:

- Improve transit service
- Facilitate handicapped access
- Explore the possibilities of one-way streets for improved pedestrian and traffic movement
- Consider the rail station as a potential commuter access point

Density

The current density limit of three square feet of floor space per one square foot of lot area is intended to distribute development evenly throughout Downtown. Without any increase to current density limits, there is potential to expand Downtown floor area inventory by over 60%.

This Plan:

- Encourages development in the north and east edges of Downtown
- Balances development to prevent excessive density, especially in south Downtown
- Limits the spread of high density commercial into the Harris Green neighbourhood, (east of Blanshard Street)
- Limits density along the Store Street waterfront
- Considers bonus density (including density transfers) on a rezoning basis for developments that offer exceptional benefits to the community

Office Buildings

This Plan:

- Promotes the adaptive re-use rather than demolition of traditional buildings, particularly in Old Town
- Office growth will continue to be used as a means to revitalize heritage buildings
- Maintains and expands the role of Downtown for the centre of government offices
- Strengthens Downtown's role as a centre for personal business and professional services

Retail and Entertainment

This Plan anticipates an annual growth in the order of 25,000 square feet. Within an area defined on the Plan Map as "Retail Core" the Plan provides for continuous "shop frontage" along sidewalks and walkways.

Parking

The number of customer parking spaces Downtown has grown in the past decade, but so has the demand. A good supply of short-term customer parking is important for Downtown business and should be improved. New customer parkades are to be built to maintain and improve the existing relationship between retail floor area and parking spaces.

Commuter parking strains the road capacity and has a disruptive impact. It should be in balance with rush hour road capacities and with the need to maintain a viable, attractive transit system and it should be provided by the private sector.

This Plan:

- Provides for maximum on-street parking in balance with the needs for loading and transit
- Discourages surface parking lots Downtown, recognizing their disruptive impact on streetscape continuity, low tax yield revenue, and contribution to rush hour congestion
- Encourages desirable development by not requiring excessive or unrealistic on-site parking requirements eg. for apartments
- Increases the on-site client parking requirements for major office buildings
- Provides a framework for the City to enter a partnership with the private sector for the development of customer parkades
- Provides for the City to sell of some of its parkades to raise money to construct new ones
- Controls the location of new parkades by way of zoning

B1 New Development and Heritage Conservation

Striking the Balance

1.1 Background

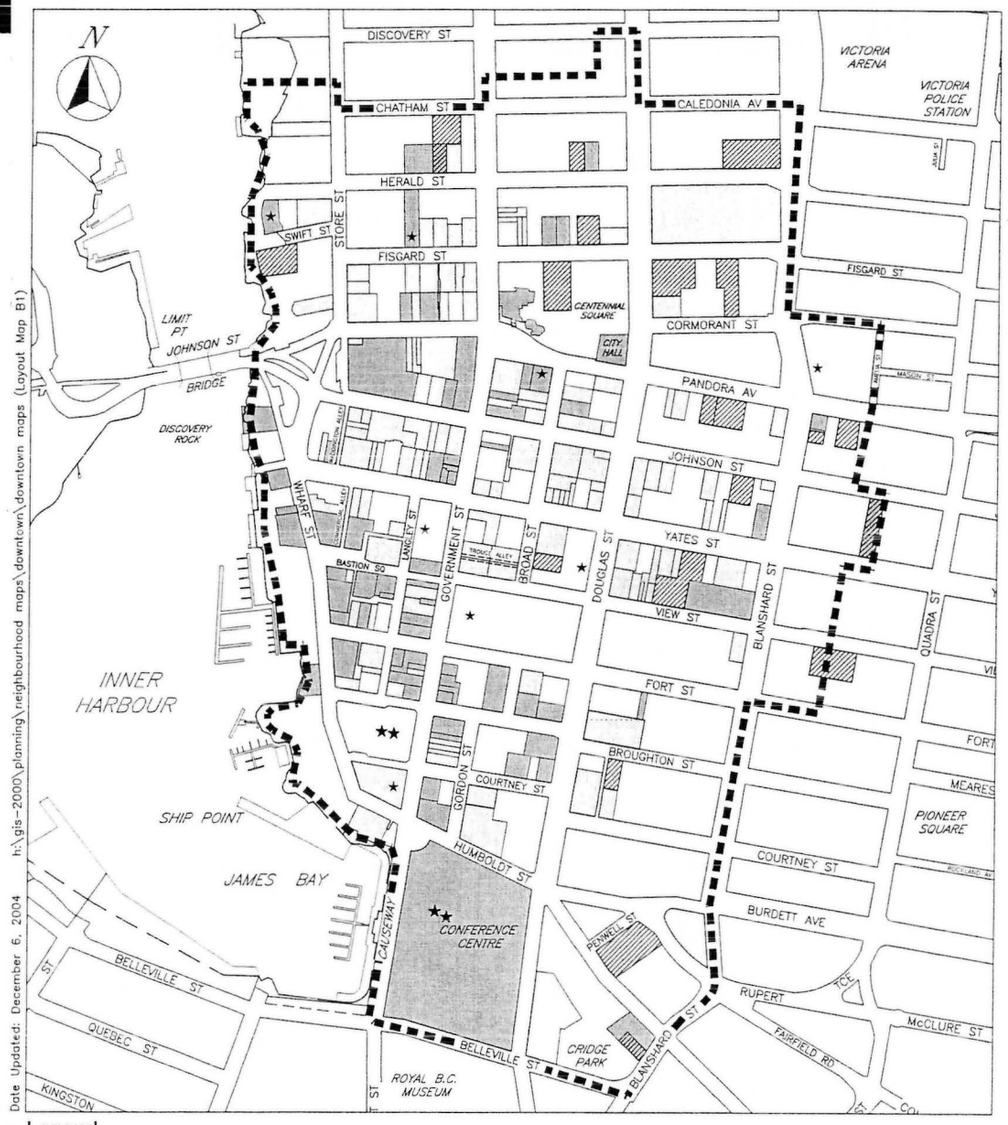
Victoria's historic buildings constitute one of the most important collections in western Canada, as they are the West's oldest masonry structures. As British Columbia's major settlement and commercial centre during the Colonial Period and the Cariboo Gold Rush days of the 1850's and 1860's, Victoria's heritage is the most significant in the province.

Approximately 65% of all the designated heritage sites in British Columbia are located in our City. Downtown is the most significant concentration and living expression of Victoria's heritage, containing 36 heritage designated and 103 heritage registry buildings. In addition, there are many buildings not currently identified on the heritage registry because their facades have been disfigured or altered, yet are still capable of being restored to their original condition. While some of these buildings may not be of outstanding architectural significance, their heritage character contributes to the value of the Downtown streetscape.

Through intensive research, a Downtown Victoria Heritage Inventory has been produced recently, and a number of resources previously not recognized have been identified. Recommended additions to the heritage registry, as well as those currently listed are shown on Map B1. This Plan provides for the protection of these buildings and encourages their revitalization. The majority of them are located west of Douglas Street where the Old Town ambience will be enhanced and, in turn, the overall economic strength of Downtown.

The challenge facing Downtown Victoria is to accommodate the additional projected development, while at the same time, ensuring the revitalization of our heritage structures. The new development projected to occur to the year 2001 will require well-located sites, larger in size than those which characterized building sites decades ago. Map B1 identifies, as "major redevelopment" , those sites considered appropriate for new development which do not involve structures considered to have heritage significance. Together, these sites could accommodate, at currently permitted densities, a total of approximately 2.2 million sq. ft. of new development. The projected demand to the year 2001 is about 1.5 million sq. ft.

MAP UPDATE: 2004



Legend

- New Building or Major Additions (1991-2003)
- Major Renovations (1991-2003)
- Heritage Designated Properties
- Heritage Registered Properties
- Downtown Boundary Line

Downtown Plan Map B1
New Development & Heritage Conservation

THE CITY OF VICTORIA

1.1.0 Objectives

.1 To accommodate the demand for new development Downtown.

.2 To protect buildings of heritage significance and encourage their rehabilitation.

.3 To preserve the heritage integrity of the Old Town conservation area.

Streethead - Broughton 700 Block

1.1.1 Policies

.1 To accommodate new development on those sites identified as "redevelopment" on Map B1.

.2 To encourage new development which advances City objectives.

.3 To maintain and supplement, where required, the City's existing heritage registry.

.4 To continue the existing zoning policies for Old Town which promote the rehabilitation of older buildings and discourage their demolition and adopt new policies for heritage management in accordance with the City of Victoria Downtown Heritage Management Plan.

.5 To designate buildings and, where required, address the issue of compensation on a case-by-case basis, according to provisions of the B.C. Heritage Conservation Act.

.6 To encourage the restoration of heritage registry and designated buildings in accordance with their original appearance. See also Section B2.2.

.7 To encourage the development of upper floors of heritage buildings for residential or other active use. See also B2.7.

Johnson/Government Streets

1.1.2 Implementation

.1 New development at densities higher than currently permitted will be considered in accordance with the bonus density provisions contained in Sections B3.2 and B2.6.

.2 The heritage registry will be maintained and supplemented in accordance with the City of Victoria Downtown Heritage Inventory.

.3 Design guidelines for new construction and alterations to existing buildings in Old Town will be updated and adopted. See also Section B2.2.

.4 Financial assistance mechanisms to promote the rehabilitation, adaptive re-use and restoration of important heritage buildings will be implemented through the City of Victoria Civic Trust.

.5 Practical measures to increase the seismic resistance of older buildings will be encouraged, with emphasis on feasible, innovative techniques.

.6 The management and disposition of City lands will be used to advance the objectives and policies of B1.

.7 The City will initiate an extension of the CA-3C Old Town Zoning illustrated in Appendix Map B1 A.

B2

A Place to Enjoy

2.1 Introduction

Downtown is a special place; it is special because of its natural environment, its network of streets and open space and its high quality of architecture. It is the goal of this section of the plan to keep Downtown as attractive, convenient and secure as possible.

2.2 Urban Design
Image and Guidelines

The Downtown's plateau rises gently from the Humboldt Valley and the harbour. Its slope to the south and west affords interesting views to the harbour, the Sooke Hills and the Olympic Mountains. The irregular, jogged road grid takes good advantage of these views and also affords "streethead" sites for landmark buildings.

The close grid of cross streets and walkways gives Downtown a compact character with lots of interesting options for a pedestrian to explore.

Douglas Street acts as a "main street" with Government Street performing a similar role on a smaller scale. There is a diverse variety of shopping streets that inter-connect within a compact "retail core". Distinctive building character combines with the street system and topography to form attractive precincts and landmarks; for example, the Inner Harbour Causeway, Chinatown, Bastion and Centennial Squares. Part C of this plan provides a map and more detailed analysis of each precinct.

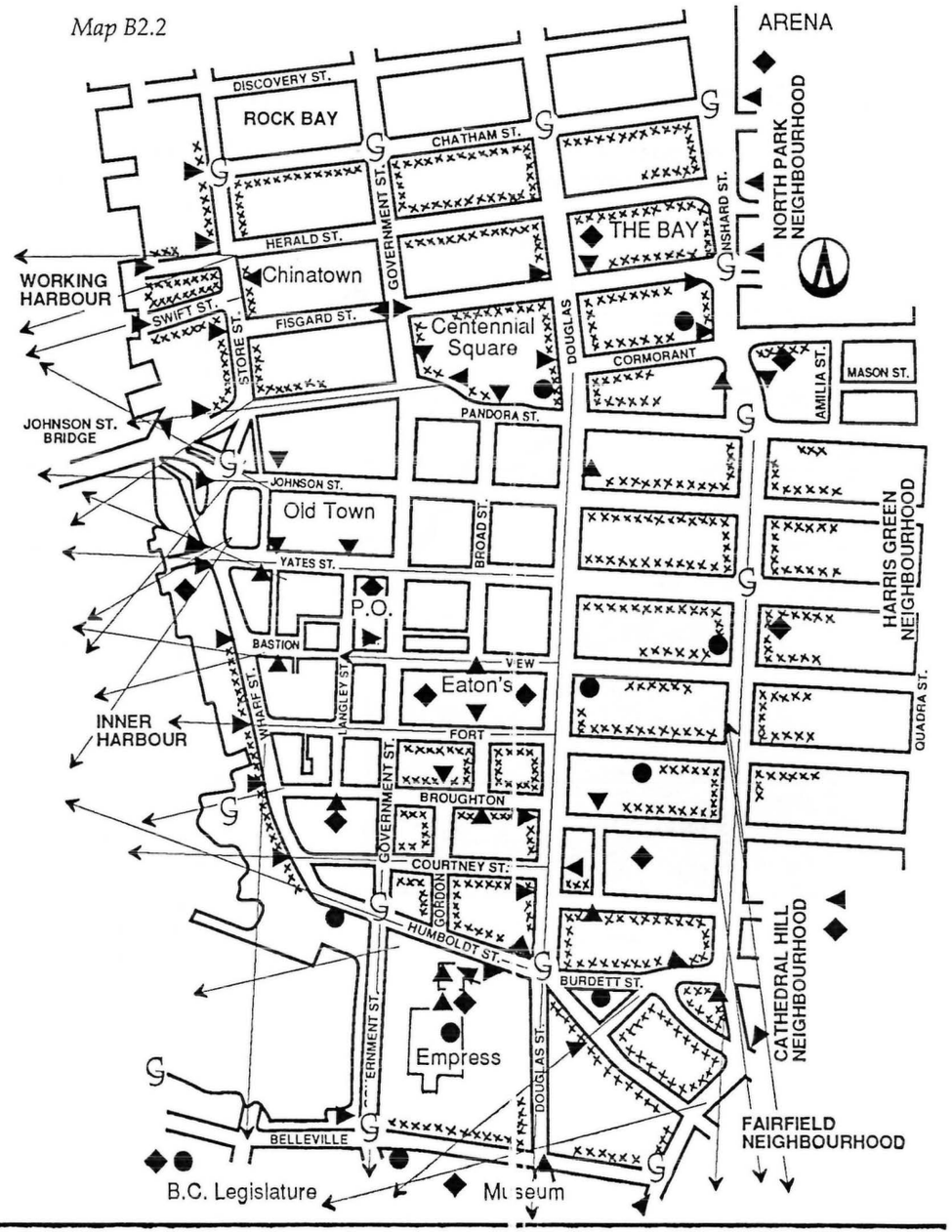
Map B2.2 describes Downtown's appearance in both positive and negative terms. The terminology is defined in the plan's glossary Part D. Main sources of blight are overhead wiring, substandard sidewalks, exposed surface parking lots and derelict properties. Generally, these negative features are concentrated in the northeast and south fringes of Downtown.

Because most of Downtown is very attractive, it has been designated in the City's Official Community Plan as a Development Permit Area under Section 945 of the Municipal Act. Accordingly, a building, sign or awning permit must receive City design approval before it can be issued. To assist in understanding what design qualities are expected, the City has published:

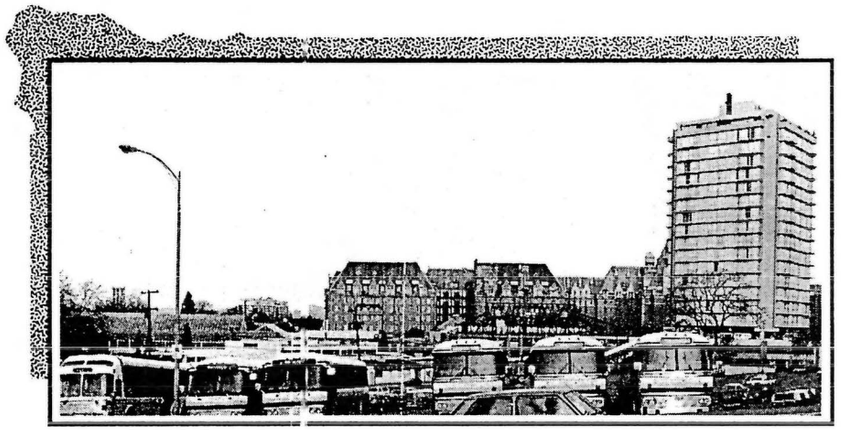
- Advisory Design Guidelines
- Chinatown Guidelines
- Yates Street 700 Block Guidelines

Note:
Further specific guidelines are in progress for the Inner Harbour and Old Town.

Map B2.2



← Important Vistas
▼ Streethead Sites
● Skyline Landmark
◆ Massive Building
G Gateway
×××× Improvements needed
eg. wiring overhead (see B2.4)



Humboldt Valley

2.2.1 Objectives

.1 Maintain the scale and character of Old Town, including Chinatown and Bastion Square, while adding to its vitality.

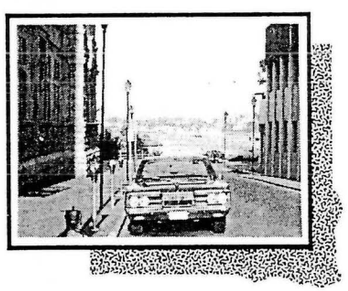
.2 Establish special area design guidelines for Old Town and the harbour.

.3 Establish more detailed design guidelines for the rest of Downtown.

.4 Eliminate unsightly conditions. See also Streetscape Section B2.4.

.5 Keep and enhance high quality vistas as illustrated on Map B2.2.

.6 Continue to improve the quality of landscaping along the Harbour shoreline.



Courtney Street Vista

2.2.2 Policies

.1 The following guidelines apply to form, character and design in special precincts:
Chinatown Guidelines for Buildings, Canopies, Landscaping, Colours and Signs, 1983

Yates Street 700 Block Guidelines for Buildings, Canopies, Awnings and Signs, 1984

.2 Heritage buildings throughout the Downtown are subject to:
Rehabilitation Principles and Guidelines, British Columbia Heritage Trust, 1989

.3 Buildings in the rest of Downtown are subject to:
Advisory Design Guidelines for Buildings, Signs and Awnings, 1981

.4 Continue the program of reviewing and updating existing design guidelines.

.5 Special efforts will be made to encourage comprehensive development along the harbour and within the designated Downtown Revitalization Program areas or Business Improvement Areas.

.6 Design excellence and blighting influences will be considered in applications for bonus density. See Section B3.2 Density and Bonusing.

.7 Consider impact on important vistas identified on Map B2.2 in development review process. See Section B2.4. Streetscape.

.8 Consider measures to improve the impact of "street people".

2.2.3 Implementation

.1 Utilize Federal and Provincial Government programs, along with the City's Five Year Capital Program wherever possible to enhance the image of Downtown, eg. Downtown Revitalization Program for the 700 block Yates, 500 block Johnson/Yates, Bastion Square, North Douglas, and Business Improvement Areas.

.2 Establish a civic award program to recognize outstanding privately-initiated improvements to Downtown's image.

.3 Detailed design guidelines for Old Town and Harbour are to be prepared and published in consultation with the Heritage Advisory Committee and Advisory Design Panel. For the Old Town conservation area reference is to be included to proper conservation principles and standards, as well as guidelines for sympathetic infill construction and additions.

.4 Continue the Development Permit and heritage review process.

.5 Review Yates Street 700 Block Guidelines, 1984 in context of recent changes.

B2.3 Open Space and Public Buildings

Although public open space accounts for only about 4% of the Downtown's land area, the major spaces that exist, such as Centennial and Bastion Squares, Reeson Park, the Causeway and Cridge Park, contribute much to Downtown's aesthetic character and livability. Its landscaping provides welcome seasonal variation and relief from the built-up commercial areas.

Private open space, as opposed to public, can take many forms - walkways, arcades and enclosed shopping malls. The Waddington Building's covered forecourt and plaza, Windsor Court and Market Square all offer examples of attractive private open space available for public use.

Open space is especially significant where it relieves congested conditions at major pedestrian intersections. Traditional splayed building corners and contemporary corner forecourts such as that of the Royal Centre at Fort and Douglas are generous contributors to the pedestrian environment.

Because open space is limited, the quality and maintenance of its landscaping is critical.

The harbour shoreline of Downtown has been made more accessible and attractive by successive Councils over the past 20 years. It is anticipated that this process of making the harbour a "people place " will accelerate in the next decade.

The Humboldt Valley, connecting the Inner Harbour to Beacon Hill Park, forms a natural extension of the open space network. The creation of increased public open space at the Johnson Street bridgehead and in the Crystal Gardens block will help to knot together public space improvements to frame the entire shoreline and Humboldt Valley.

Planned improvements to the Empress Hotel gardens and St. Anne's Academy could result in a "crescent" of public open space extending from north Downtown's shoreline, south to Beacon Hill Park.

Public buildings occupy close to a million square feet of Downtown space and are increasing at a rate of about 13,000 sq.ft. per year. Churches, schools, museums, health services and libraries are all important contributors to the quality of life Downtown.

The Victoria General Hospital (Fairfield) borders Downtown. The university and community college are in the process of establishing a presence. Other institutions like the Art Gallery of Greater Victoria are notable in their absence.

Map B2.3 illustrates the distribution of public buildings and open space, as well as possible future changes.

Open Space (public & private)

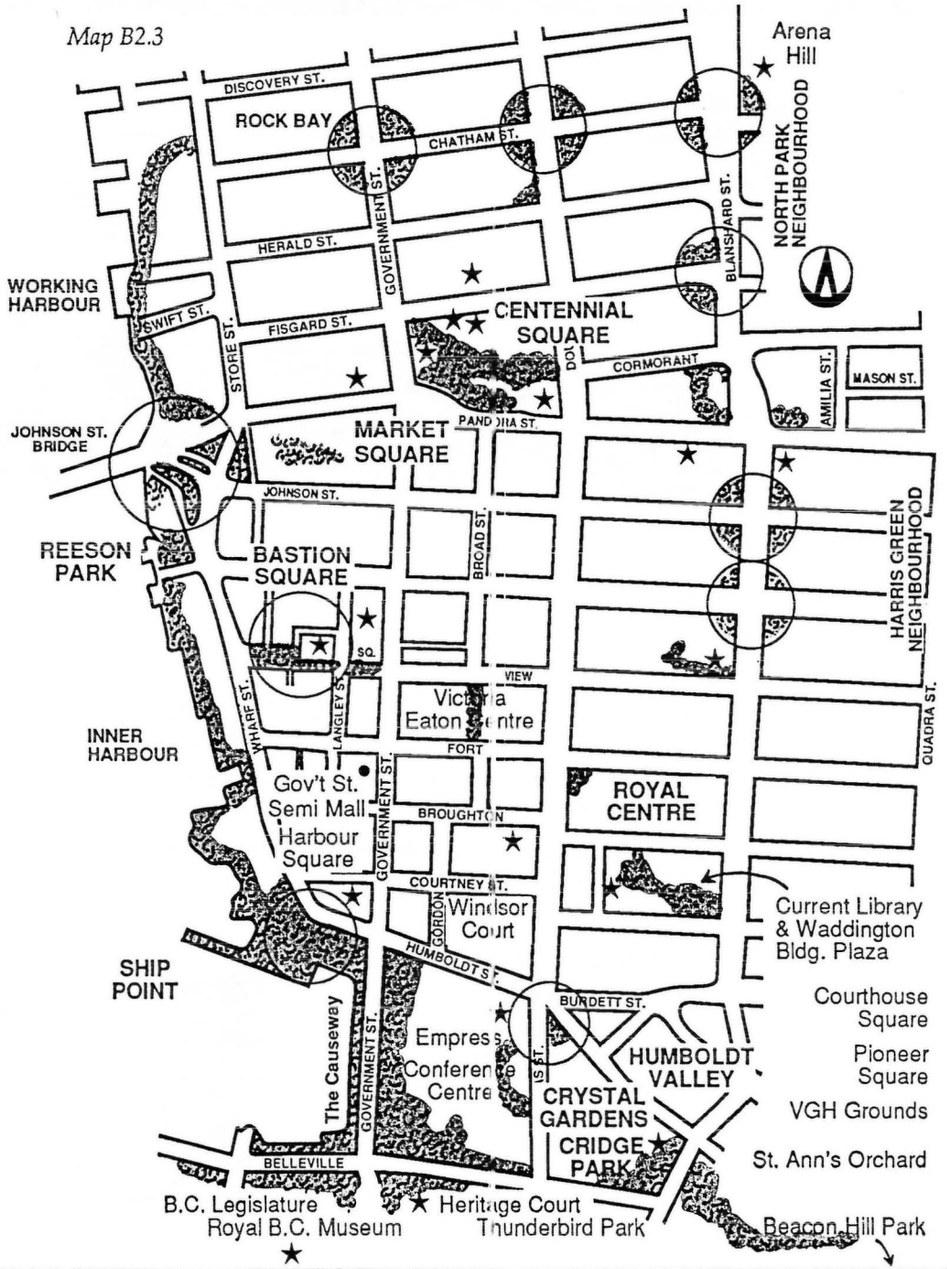
Open Space Improvements

★ Major Public Building

Note:

Historic Open Spaces detailed on Map B 2.5

Map B2.3



2.3.1 Objectives

.1 Extend active, usable open space and enhance historic urban spaces:

a) to accentuate natural features eg. waterfront and Humboldt Valley link between the Inner Harbour and Beacon Hill Park.

b) to provide relief in congested areas poorly served by existing open space, eg. Yates/Blanshard

c) to include in the open space program special attention to the historic alleys and courtyards in the Old Town area and to enhance the secondary access routes as viable pedestrian networks. (See Map B. 2.5)

.2 Take advantage of development opportunities to improve the sense of public safety, sunlight access and protection from the effects of high winds in open spaces.

.3 Encourage the region's major institutions to establish a presence in or adjacent to the Downtown, eg. satellite campus or art gallery.

.4 Continue to accommodate the main library branch in a convenient location in the Downtown.

2.3.2 Policies

.1 Continue to develop and promote squares, mini-parks, open courts and mid-block walkways as illustrated in Part C precinct plans and on Map B2.3.

.2 Encourage better use of existing open spaces by means of people-oriented uses fronting these spaces, eg. retail, cafes and restaurants, residential, hotels, etc.

.3 Use open spaces and public buildings with coordinated landscape design to emphasize important components of Downtown's image, eg. gateways, landmarks, street-heads, vistas and nodes.

.4 Periodically review quality and design of existing public open space to ensure compatibility with development objectives.

.5 To extend area or viability of desirable open space, consider:

a) density bonus or transfer - see B3.6 Density and Bonusing

b) multiple use. eg. where appropriate, combine parking facilities with landscaped open spaces

c) roof terraces

.6 Continue cooperation with other regional municipalities to provide comprehensive cultural institutions.

.7 Encourage viable pedestrian network through the historic urban spaces of the Old Town area. (See Map B 2.5)

2.3.3 Implementation

.1 Re-design and finish mini-plaza at the corner of Wharf and Government Streets, adjoining 812 Wharf Street.

.2 Redesign Bastion Square to open a direct view from Langley Street to Wharf Street. Any redesign should recognize and enhance historic entries to the Square, including Commercial Alley, Board of Trade Alley and Chancery Lane.

.3 Establish a program of acquisition and improvements of strategically located public open space throughout Downtown, as illustrated on Map B2.3. Primary sites will be the area north of the Johnson Street bridgehead and the Crystal Gardens block.

.4 Establish a program of landscaping at major entrance points to Downtown in order to convey a "landmark gateway" statement eg.

a) Johnson Street bridgehead

b) north Blanshard Street/ Arena Hill

c) north Douglas/Caledonia/Chatham

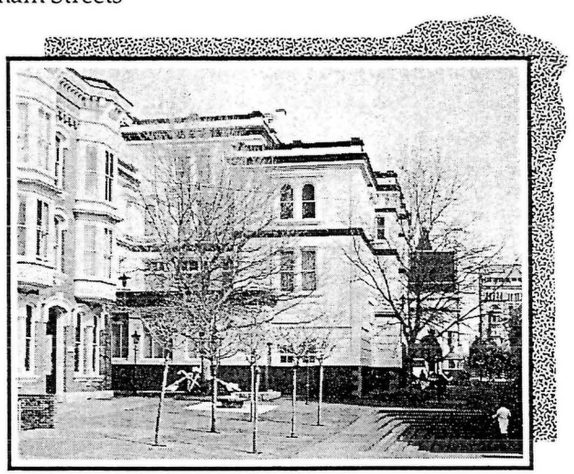
d) Humboldt Valley/Crystal Gardens block

e) the entire shoreline of Downtown, running from Chatham Street to the Lower Causeway

f) Government/Chatham Streets

.5 Expand hanging baskets program.

.6 Add "public buildings" as a permitted use in Downtown's CA-3, and CA-4 zones.



Bastion Square

B2.4 Streetscape

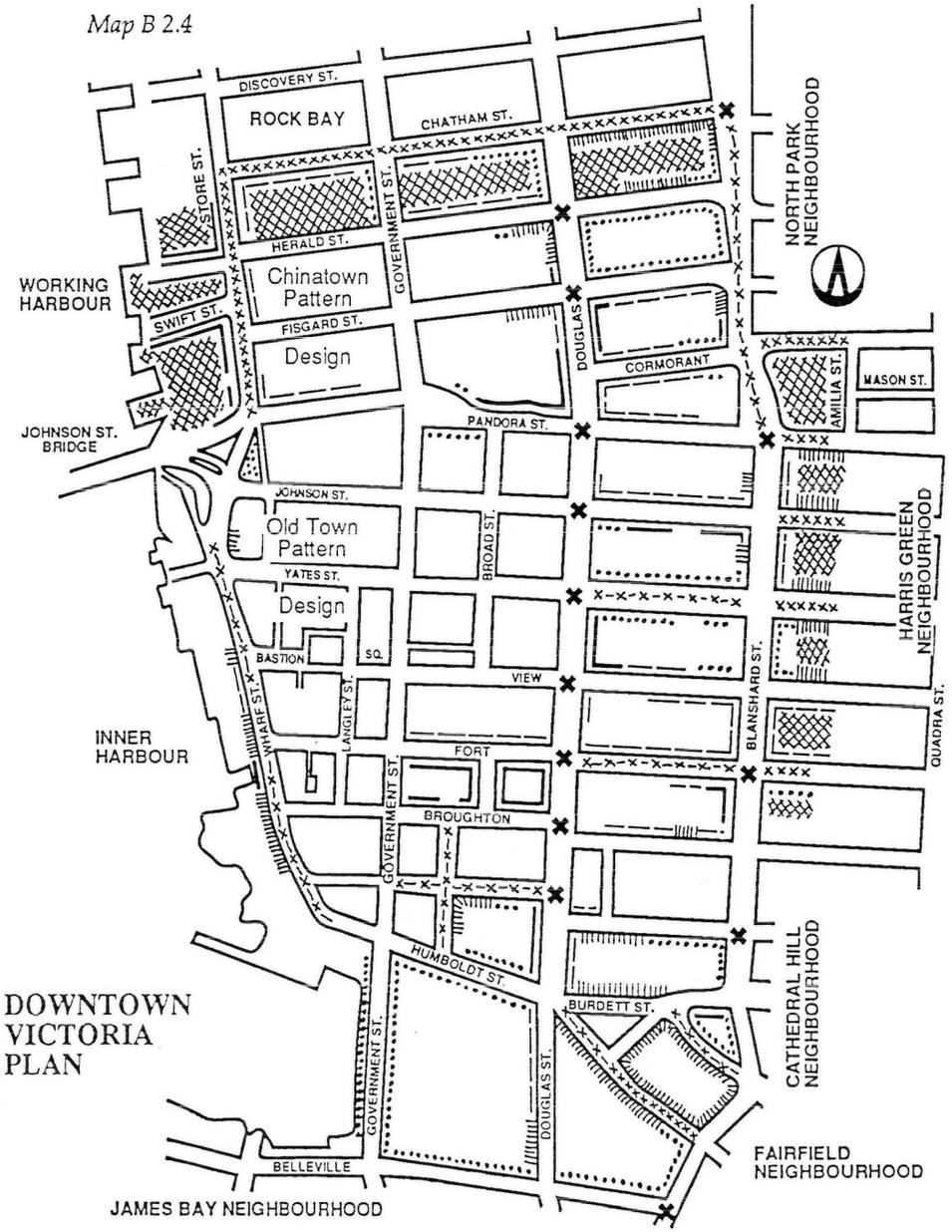
Streets take up about one-third of Downtown's land area. Their road surfaces and landscaped sidewalks serve as multi-purpose spaces. They are not just for moving vehicles and pedestrians. They also provide relief from the built-up environment. They provide orientation, a framework for vistas and a setting for trees.

"Streetscape" means the combination of features which make up the area of the public street (i.e. pavement, curb, boulevard, street light fixtures, sidewalk materials, benches, waste receptacles).

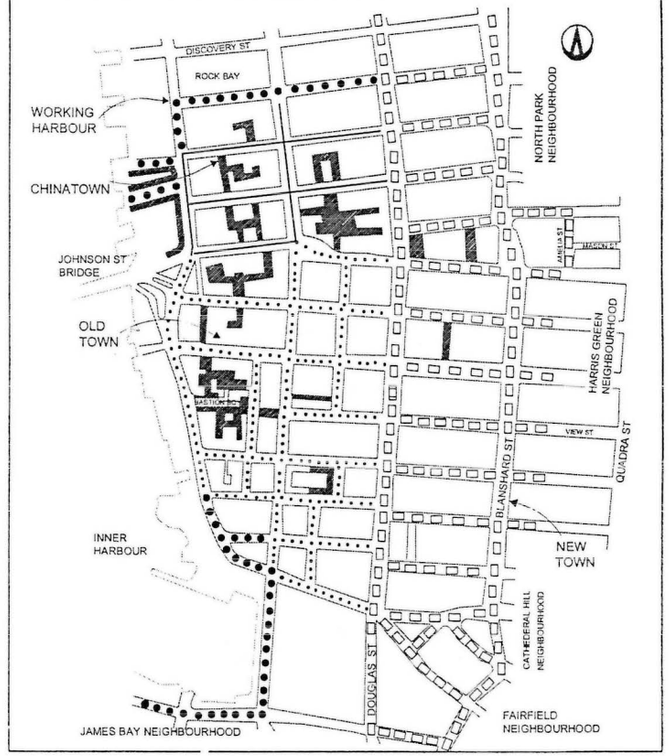
There is an opportunity, to vary streetscape patterns to emphasize the distinct character of certain portions of Downtown (see Map B2.4). The use of historically appropriate street furnishings and paving materials can further this objective, particularly in the historic pedestrian network of alleyways and courtyards (see Map 2.5).

An ongoing program of streetscape improvements, combined with overhead wiring removal, has successfully improved conditions, particularly in central Old Town and Chinatown in recent years. More needs to be done. The accompanying Map B 2.4. illustrates the priorities for future streetscape improvements.

Map B 2.4



PATTERN SUB AREAS



Sidewalk Upgrading to Streetscape Standards See Policy 2.4.2.3

— A Highest Priority ····· C

--- B ▥▥▥ D Lowest Priority

Streetlights and Overhead Lighting

xxxxx Remove Wiring Overhead

x-x-x Install Ornamental Street Lights

✖ Pedestrian Crossing Improved by Median or Widened Sidewalk

▨ Streetscape Program Extension Zones

▪▪▪▪ Government Street Semi-Mall Extension

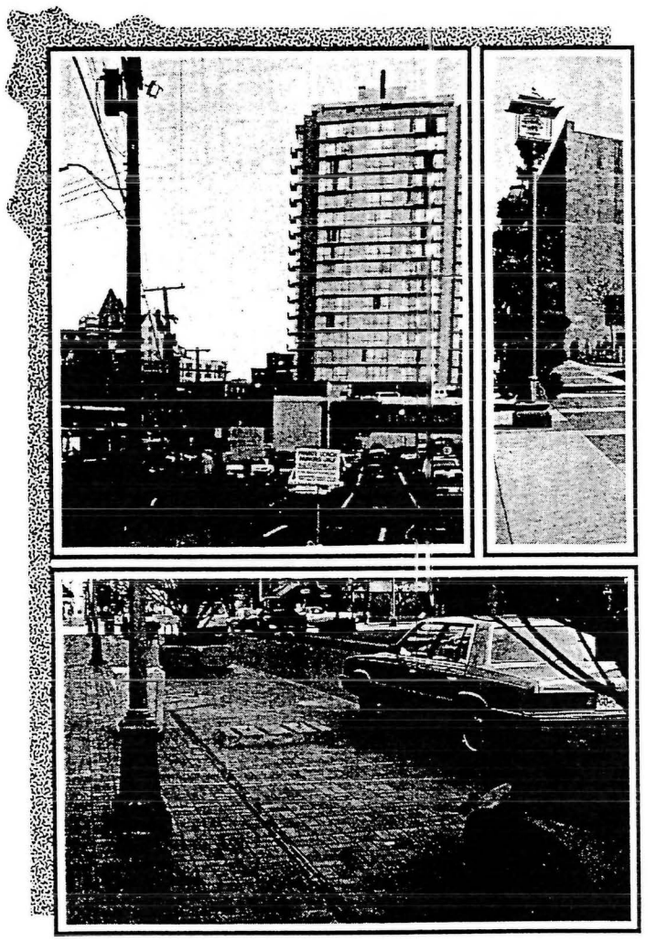
▫▫▫▫ (Long term)

▩ Non-conforming / Special Paving

2.4.1 Objectives

.1 Upgrade all streets to attractive standards.

.2 Enhance the distinct character of certain portions of Downtown.



2.4.2 Policies

.1 Make more effective use of street rights-of-way to complement open space needs, eg. Douglas Street medians or sidewalk widenings and Government Street semi-mall extension.

.2 Before disposing of public rights-of-way, consider impact on circulation, public open space and vistas. (See Parts B.2.2, 2.3)

.3 Adopt a program of upgrading sidewalks with scheduled priorities based on present structural conditions and redevelopment potential of adjacent property.

This program assumes that top priority should be given to replacing sidewalks having poor structural condition. Within this category, highest priority should be given to sites where the existing building has a very low likelihood of being redeveloped in the foreseeable future, eg. sidewalks fronting a heritage building like City Hall.

Lower priorities would be assigned to sidewalks in good structural condition but which do not meet current streetscape standards. Within this category, higher priority again would be given to beautifying sidewalks fronting properties with the lowest likelihood for redevelopment, eg. heritage buildings. Least priority would be assigned to sidewalks having good structural condition but not meeting the appearance standards for streetscaping fronting sites with a high redevelopment potential.

2.4.3 Implementation

.1 Continue the City's Streetscaping Program.

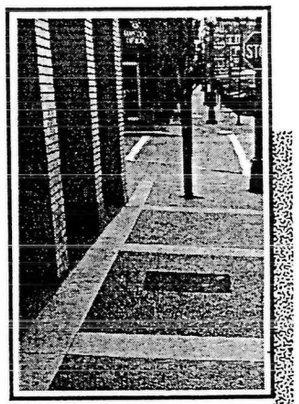
.2 Extend the present borders of streetscape areas to encompass the entire Downtown with sub-areas as illustrated on Map B2.4.

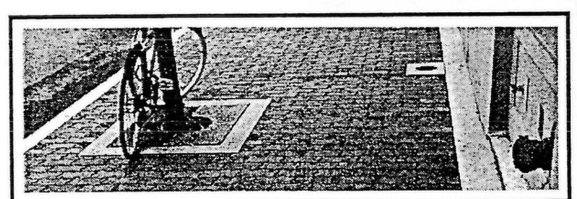
.3 Extend the Government Street Mall from its current northern terminus at Yates Street to Pandora Avenue (and eventually to Herald Street).

.4 Physical improvements to the Douglas and Blanshard Street rights-of-way to soften its current car-oriented appearance and assist pedestrian crossings at key points illustrated on Map B2.4.

.5 Enhance the distinct character of Downtown in accordance with the policy and design guidelines contained in the Downtown Victoria Beautification Strategy. **(Council Amendment January 26, 1995)**

.6 Remedy identified sources of blight by appropriate screening measures within road allowance.





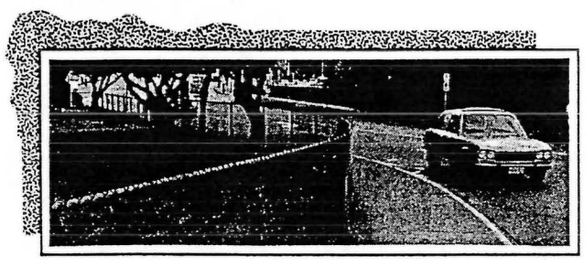
Streetscape Elements

B2.5 Pedestrians and Cyclists

Walking is the preferred method of getting Downtown for 21 per cent of customers; a further 2 per cent come by bicycle. As more intensive residential development occurs around Downtown, these figures will likely increase. Although the dense grid of streets offers a convenient and varied experience, there are significant issues:

- very long blocks without mid-block walkways running east-west
- extremely long crossings on Blanshard and Douglas Streets
- grade difference from Wharf Street to the waterfront walkway
- substandard sidewalk width and conditions in some locales
- congestion, e.g. at peak transit waiting times
- the need for cyclists to co-exist with cars on congested Downtown streets

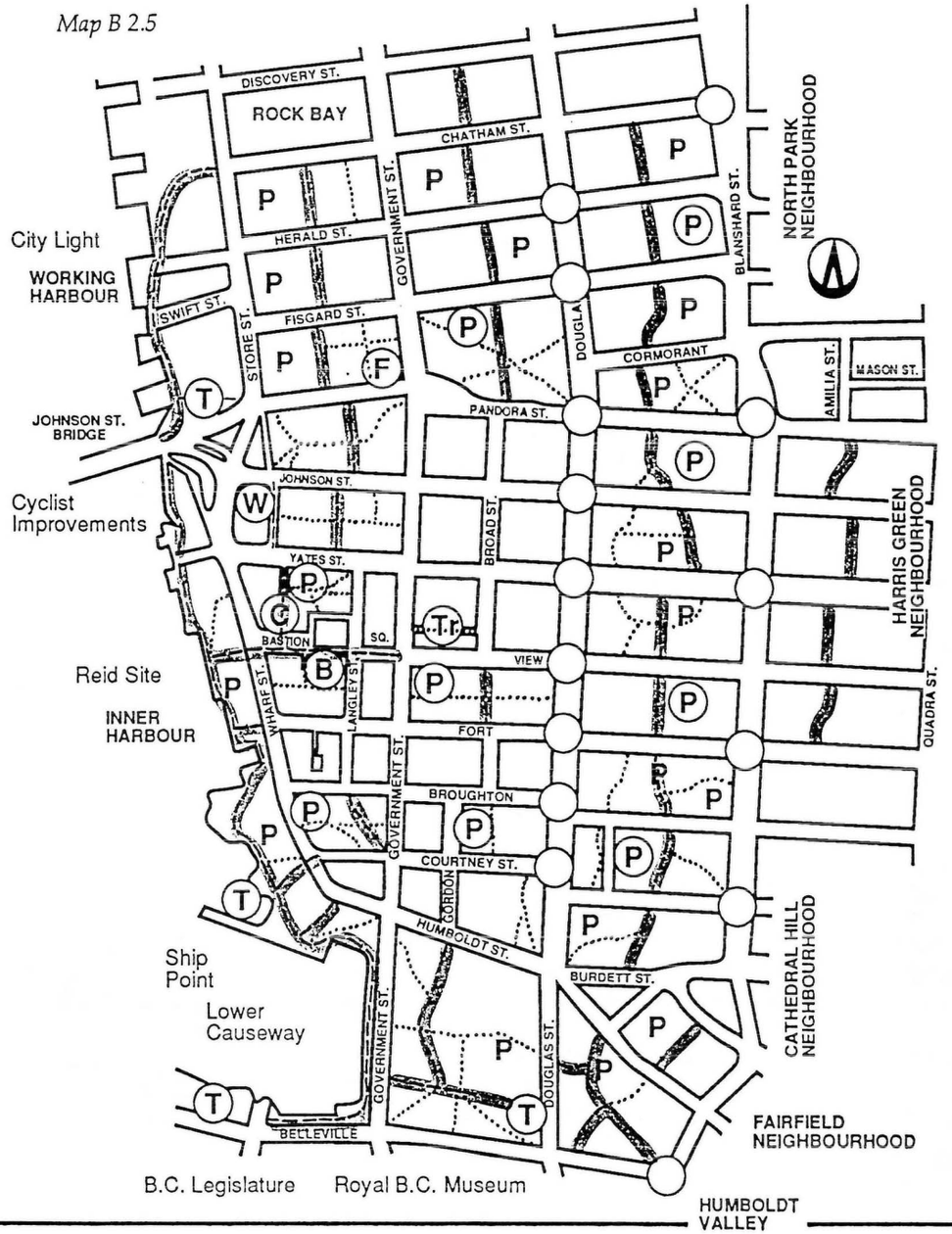
Map B2.5 illustrates existing and proposed facilities



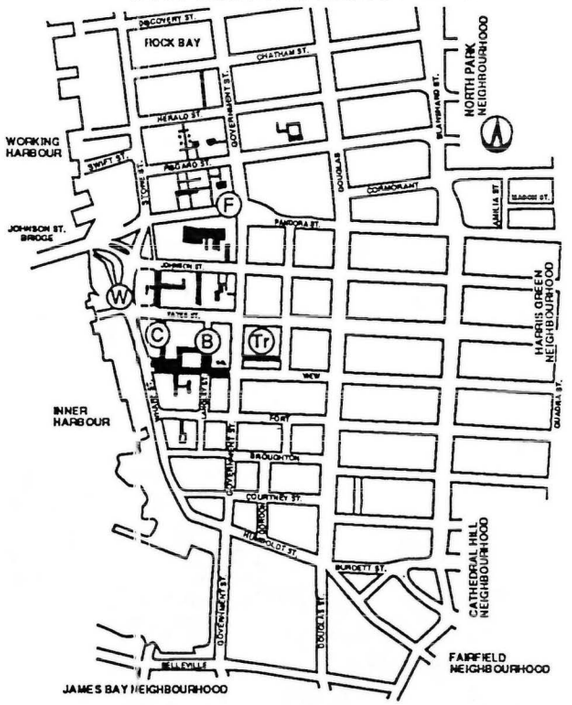
Blanshard & Belleville Streets

Example of sidewalk that merits more width to insulate the pedestrian from traffic

Map B 2.5



HISTORIC WALKWAYS, COURTYARDS AND SECONDARY STREETS



- Main spine
- Secondary walkways
- Improved crosswalk
- P Potential
- (P) Existing Parkade
- (T) Existing Transportation Terminal
- (B) Bastion Square
- (C) Commercial Alley
- (F) Fan Tan Alley
- (Tr) Trounce Alley
- (W) Waddington Alley

2.5.1 Objectives

.1 Promote walking and cycling as a convenient, safe alternative to cars.

.2 Complete the missing links in the waterfront walkway between the Causeway and Capital Iron and between Old Town and Songhees, including improvements to the Johnson Street Bridge, ie. across and under the bridge.

.3 Extend the mid-block public walkway system to achieve a grid of north-south access modelled after Old Town's intervals of 300 to 400 feet.

.4 Coordinate mid-block walkway system with private interior courtyard development.

.5 Encourage convenient transit access in new developments.

.6 Provide design that is compatible with handicapped access.

.7 Strengthen the linkage between Old Town and the waterfront by means of more convenient pedestrian access, eg. a pedestrian viaduct from Bastion Square to the "Reid" site and public access to the "City Light" property on Store Street.

2.5.2 Policies

.1 Consider density bonus or transfers to advance objectives for pedestrians and cyclists. See Part B3.2 Density and Bonusing.

.2 Encourage the private sector to work cooperatively with neighbours to achieve features like attractive weather-proof awnings, walkways, bicycle parking areas and waiting space for transit.

.3 Provide pedestrian safety programs through such measures as enforcement, improved crosswalks and pedestrian education.

2.5.3 Implementation

.1 Public right-of-way acquisition for walkways designated "main spine" as illustrated on Map B2.5 by purchase, easement, lease or by site plan agreement. The City recognizes that privately managed pedestrian walkways availability to public use will depend on the consent of the property owner. **(Council Amendment May 14, 1992)**

.2 Construct improvements illustrated on Map B2.5

a) walkway along the harbourfront, on the Johnson Street Bridge and through the Humboldt Valley

b) "main spine" walkways to be developed to a coordinated design and signage standard for more ready identification by the public

c) road crossing features, eg. median islands or narrowed curbs

d) improved cyclist accommodation across Johnson Street Bridge to Songhees.

.3 The City is to initiate zoning improvements

a) for properties fronting on a street intersection, to enhance pedestrian space, establish a corner setback requirement of 10 ft. applicable to the ground floor

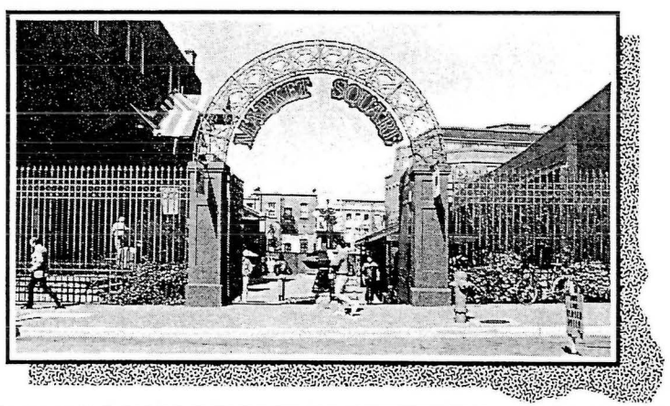
b) for sites adjacent to a "main spine" walkway designation on Map B2.5, introduce a grade level passage width requirement of 8-12 ft. **(Council Amendment May 14, 1992)**

c) within the CA-4 zone, eliminate requirement for sideyard for buildings over 50 ft. in height.

.4 Wherever the opportunity arises in the re-design of a road right-of-way, incorporate:

a) curb lanes of at least 14 ft. to permit joint usage by cyclists and motorists

b) set back main walking area at least 6.6 ft. from moving vehicular traffic lanes. Note: This setback area would apply along busy "no parking" streets. Within the 6.6. ft. "splash" zone, the surface likely would be paved and utilized for utility poles, garbage receptacles, directional signs and other street furnishings serving to insulate the pedestrian from traffic movement.



Market Square

B2.6 Building Height

As illustrated on Map B2.6, current zoning height limits vary from the level of Wharf Street along the harbour, to 50 ft. throughout Old Town and to 143 ft. in the 700 blocks. This height gradient responds both to the topography of Downtown and to the progression of Downtown's development.

Low rise historic development occurred along Wharf Street, while highrise, more modern development occurred further inland. In this latter area, zoning has, for the last decade, required development to terrace back from the street line above 30 ft.

In recent years, Council has allowed height limits to be relaxed in special cases to advance community development objectives, eg. the Victoria Eaton Centre.

Some features, like a traditional spire or tower, deserve special consideration when new development occurs nearby. Designers have taken care to not overshadow special features, eg. City Centre Plaza (across from City Hall) and Capitol Six (opposite St. Andrew's Cathedral). It is expected that this spirit of co-operation, coupled with the design review process, will continue to have a positive impact on the scale of new buildings.

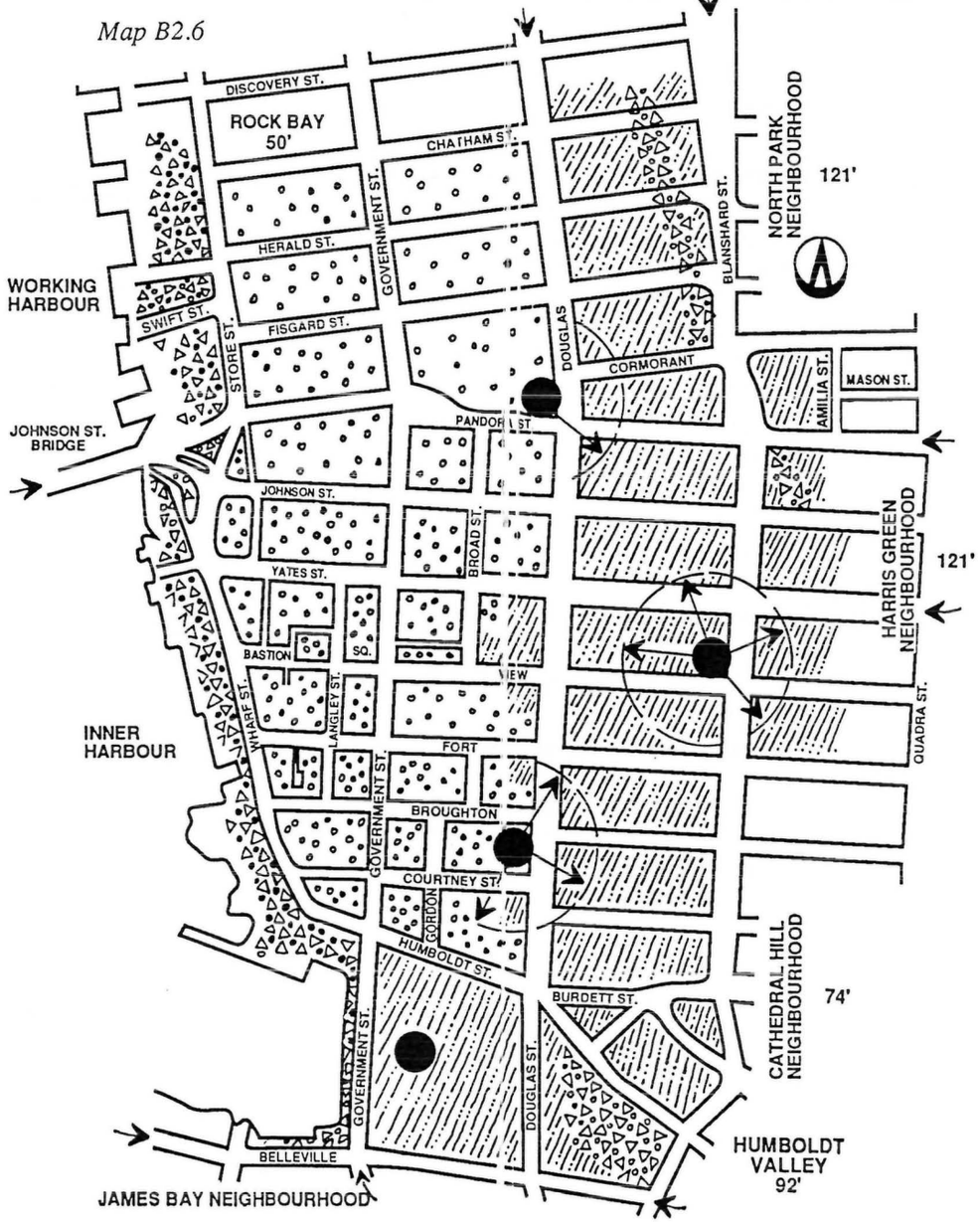
Current Zone limits
(Generalized)

- 130 ft. - 143 ft.
- 50 ft.
- 30 ft. or less (and Height Sensitive*)

- Major, Minor } Access Routes
- Important Skyline Landmark *
- Height Sensitive Area *

* Note:
Height limits subject to review at design stage by development permit

Map B2.6



2.6.1 Objectives

.1 Conserve high quality vistas illustrated on Map B2.2.

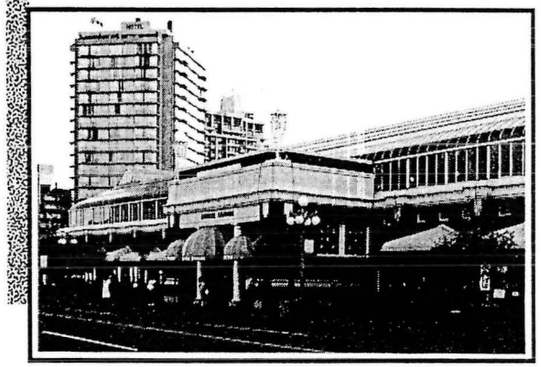
.2 Prevent excessive shading of public open space during high use times. (See Map B.2.3)

.3 Keep new buildings in scale with important skyline landmarks (see Map B2.6).

.4 Create landmark features along major access routes to give a sense of arrival or for orientation, or to mark a vista point at the head of a street. See Map B.2.2.

.5 In the Old Town Area seek to maintain a street wall height of at least 20 ft.

St. Andrews Cathedral Blanshard St.



Crystal Gardens

2.6.2 Policies

.1 That Council relax height limits in special cases as a means to advance desirable development

a) to allow a development better related to surrounding heights

b) to allow the creation of active, usable, public open space and walkways at ground level

c) to create a major landmark statement where warranted.

.2 As part of the design review process with the City's Advisory Design Panel, respect the skyline prominence of the City Hall clock tower, St. Andrew's Cathedral spire and St. Andrew's Church bell tower within a radius of approximately 300 ft.

.3 As part of the Development Permit review process with the Advisory Design Panel, guide development:

a) in the Humboldt Valley to prevent overshadowing of the Crystal Gardens and to accentuate the natural topography

b) on Wharf and Store Street waterfront to complement the topography and shoreline walkway.

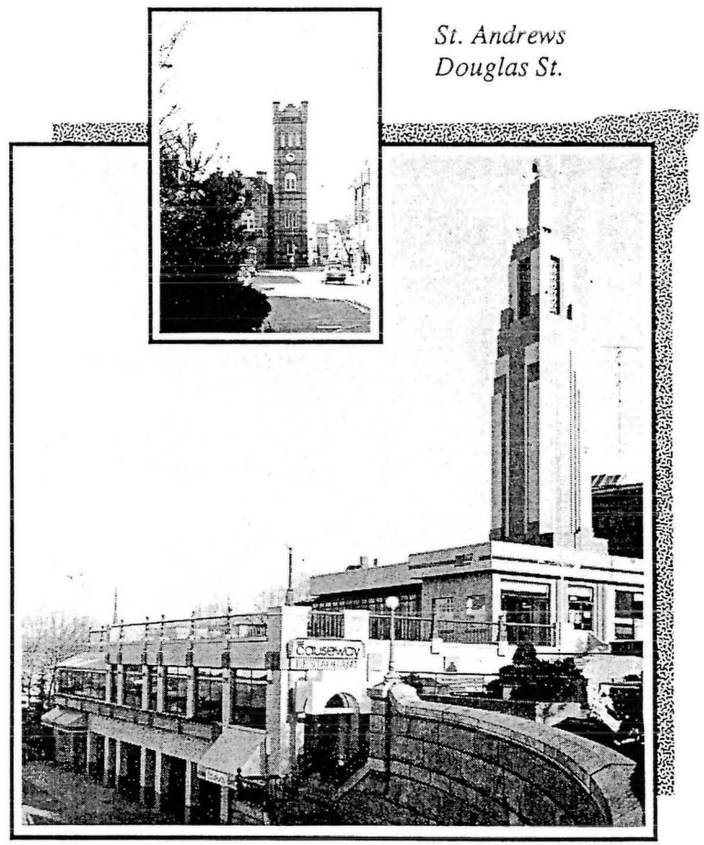
Visitors Information Centre & Convention Bureau

2.6.3 Implementation

.1 Existing zoning limits for height should be confirmed.

.2 Development Permits will be used to relax or further restrict the zone height limit where appropriate.

.3 Amend the CA-3C zoning to require a minimum height of 20 ft.



St. Andrews Douglas St.

B2.7 Residential

In 1988 there was about 500,000 sq. ft. of residential floorspace Downtown. This is growing at an average annual rate of 24,000 sq.ft. Assuming a per person gross floor area of 400 to 500 sq.ft., Downtown's resident population in 1988 was between 1,000 and 1,300 and growing at a rate of 50 to 60 persons per year.

Most housing activity in recent years has occurred in north Downtown, eg. the 500 block Johnson, the 500 to 600 blocks Herald and the 700 block Cormorant. New housing is being provided both in renovated traditional buildings and in new construction.

Denby Place
Cormorant St.

The injection of residents into the Downtown adds to its vitality by making it a "round-the-clock" living community. This benefits businesses and the security of public space. It reduces vehicular traffic and provides an economic use for what might otherwise be vacant space.

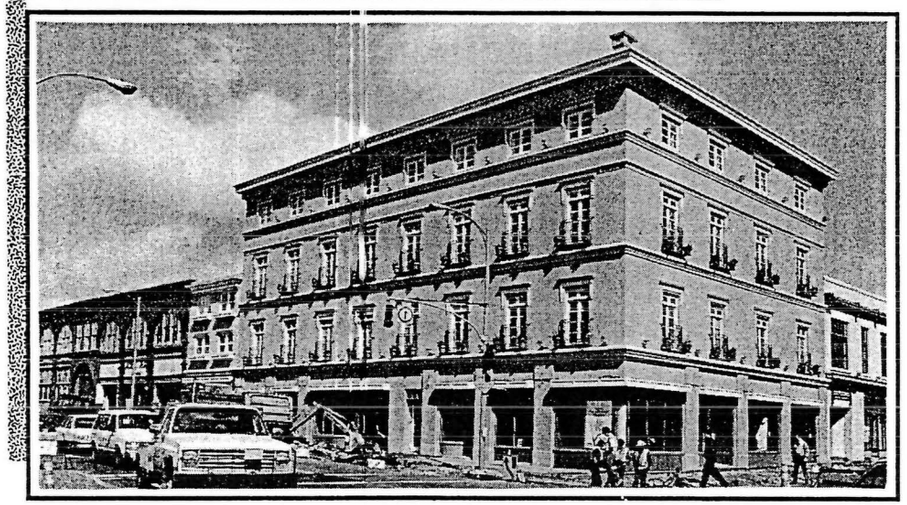
Residential use can also have a negative impact where it encroaches on strategic industrial lands. Potential conflict of this type may occur on the working harbour and on the north edge of Downtown.

Downtown living is not for everyone. It has most appeal to persons who value an urban lifestyle and enjoy its sounds and action.

While a solid core of residential community is building within Downtown, it is also anticipated that large residential populations will develop around its perimeter in North Park, Harris Green, Cathedral Hill and the Songhees. A commitment to residential in these areas is fundamental to the Downtown strategy

a) of reinforcing a resident market and work force
b) preventing the spread of Downtown commercial beyond its present compact area.

Johnson St.
500 Block



Store Street at Pandora Ave.

2.7.1 Objectives

.1 To facilitate the provision of a lively residential community.

.2 To prevent residential encroachment into planned industrial areas.

2.7.2 Policies

.1 Facilitate residential in compatible settings, eg. overlooking public open space and buffered from uses that are likely to cause friction, eg. industry, noisy or hazardous activity.

.2 Encourage provision of housing especially oriented for handicapped persons.

.3 Periodically review City standards for entertainment facilities to encourage compatibility with residential use.

2.7.3 Implementation

.1 The City is to initiate the following zone changes

a) reduce the requirement for on-site parking where it exists from 0.7 spaces per dwelling to 0.25 spaces per dwelling

b) except for caretaker's suite, prohibit residential use on Store Street waterfront, north of Swift Street.

.2 Consider applications for bonus density to encourage residential in locations that advance plan objectives and policies. See Part B3.2 Density and Bonusing.

.3 Obtain Provincial and Federal Government funding to provide Downtown housing.

B2.8 Tourism

The City of Victoria is the centre for approximately 90% of the region's hotel rooms. Seventeen hundred rooms, about 31% of the region's inventory, are located Downtown. Downtown hotel and related space accounts for almost 800,000 sq.ft.

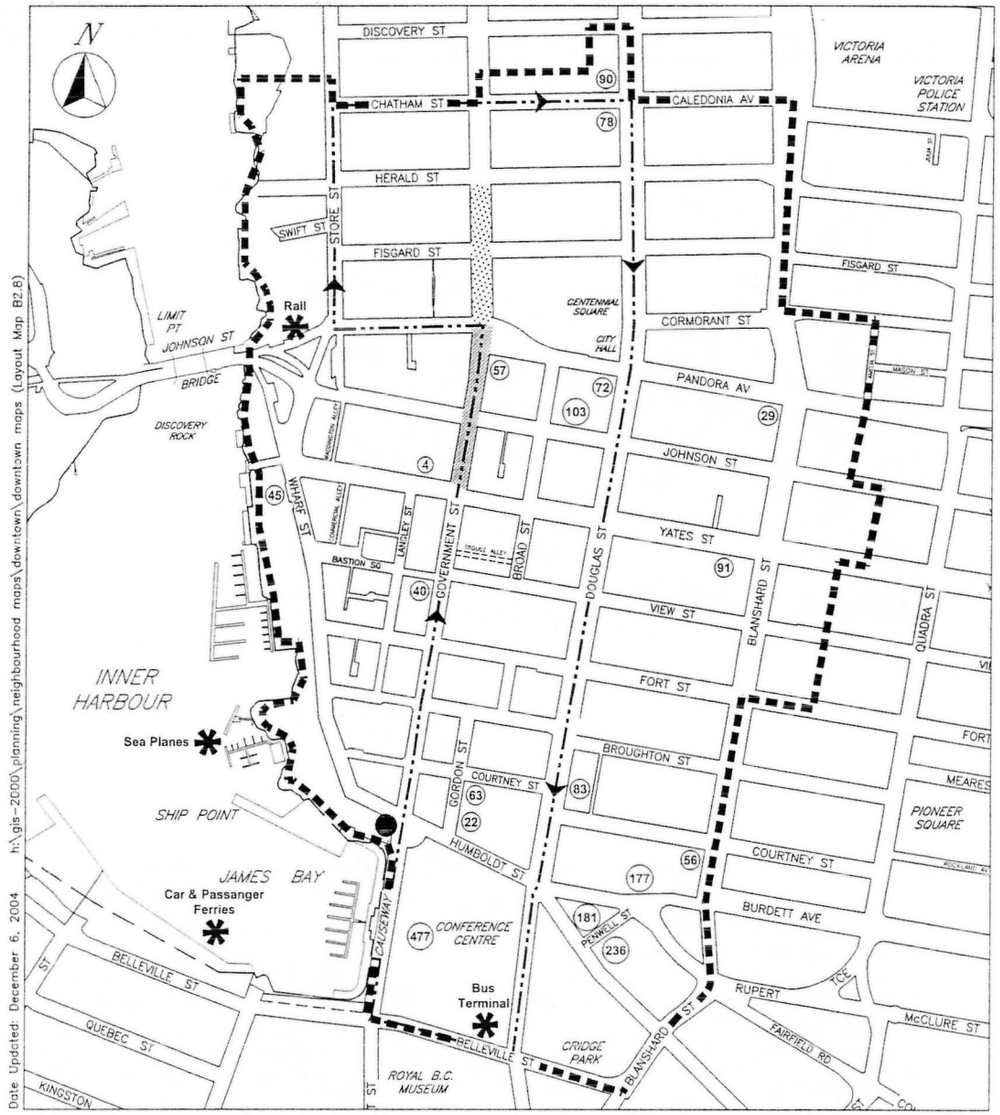
Recent initiatives have been taken to link cruise ships with Downtown by special bus service. The railway passenger station has been returned to Downtown. Float plane service, (annual ridership of 70,000 in 1985) is being integrated with passenger ferry services on Wharf Street.

During 1987 major improvements were made to the offices of the Visitors Information Centre and Convention Bureau on Inner Harbour at 812 Wharf Street.

With the Greater Victoria Conference Centre completed behind the Empress Hotel and improved terminal facilities for air, ferry, rail and bus service to Downtown, the outlook for an expanding year-round tourism economy is favourable. Victoria is earning an international reputation as a tourist attraction.

Map B2.8 illustrates the distribution of major hotel and transportation terminals in the Downtown area.

MAP UPDATE: 2004



Legend

- (477) Number of Hotel Rooms
- Existing Transportation Terminals
- Visitors Information Centre
- Government St. Semi-mall Extensions (Phase 1)
- Government St. Semi-mall Extensions (Phase 2)
- Downtown Boundary Line
- Loop "People Mover" Linked to Tourist Arrival Points

Downtown Plan Map B2.8
Tourism

THE CITY OF VICTORIA

Inner Harbour

Bedford Hotel

2.8.1 Objectives

.1 Accommodate accelerated growth in hotel and tourism facilities.

.2 Nurture a positive community attitude towards tourism.

.3 Accommodate foot passenger ferries and float plane terminals along the Downtown shoreline.

.4 Relocation of the inter-city bus terminal from its current site on the grounds of the Empress Hotel.

.5 Enhance historic urban spaces and pedestrian networks in the Old Town area as tourist attractions (see Map B2.5).

2.8.2 Policies

.1 Use tourism developments to advance community objectives for a more enjoyable Downtown, eg. parking and transportation facilities, walkways, heritage conservation and entertainment.

.2 Conserve and encourage convenient pedestrian transportation terminals in and adjacent to Downtown and encourage foot passenger tourism.

.3 Maintain and expand programs for directional signs, maps, kiosks and heritage interpretive plaques.

.4 The City will support measures to provide:

a) "people movers" using innovative means to connect from important activity centres to the Downtown

b) safe management of harbour traffic, including float planes

c) high design quality for tourist facilities consistent with the Urban Design, Image and Guidelines policies of PART B2.2

.5 Accommodate the increasing trend for bus tours.

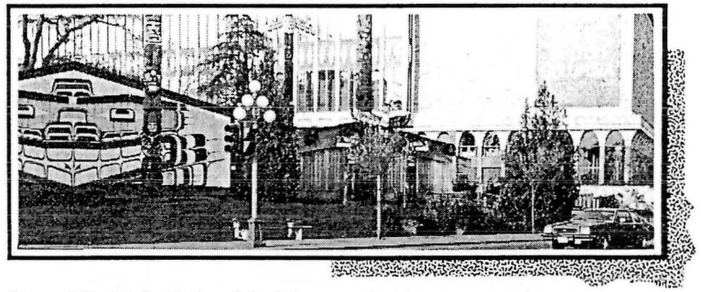
2.8.3 Implementation

.1 City zoning initiatives

a) to permit foot passenger ferries and tour boats to operate from Ship Point North (former "Ocean Cement" site)

b) to permit the operation of a bus terminal exempt from floorspace ratio calculation on an acceptable new site and

c) to clarify that transient accommodation accessory uses are permitted throughout Downtown based on the T-1 zone, eg. pubs are permitted in hotels of 100 rooms or more.



Royal British Columbia Museum's Thunderbird Park

B3

Jobs and Investment

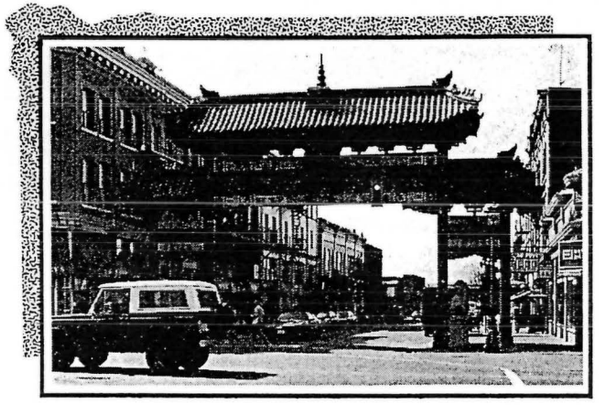
3.1.0 Introduction

The City of Victoria and the metropolitan community has an enormous investment in Downtown. Downtown has the highest land values, the highest density buildings, over 3,300 customer parkade spaces, an expensive network of underground wiring, numerous beautification projects and a high concentration of public buildings.

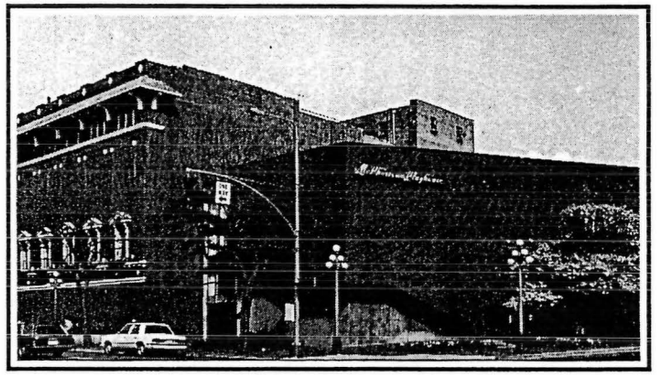
One-quarter of metro Victoria's labour force is based in the Downtown, including 18,000 office and 6,500 retail workers.

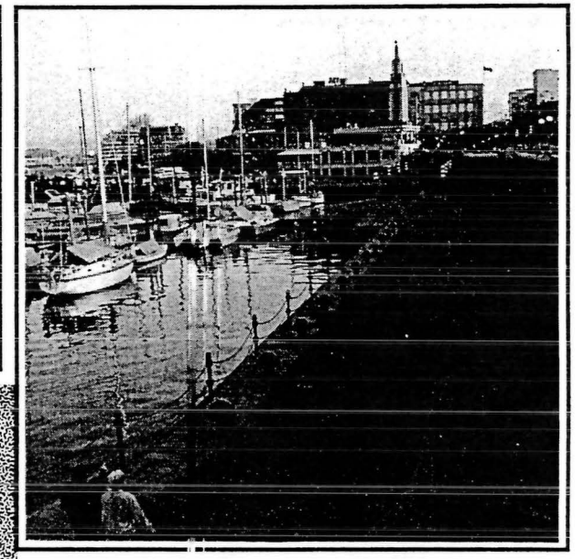
This plan attempts:

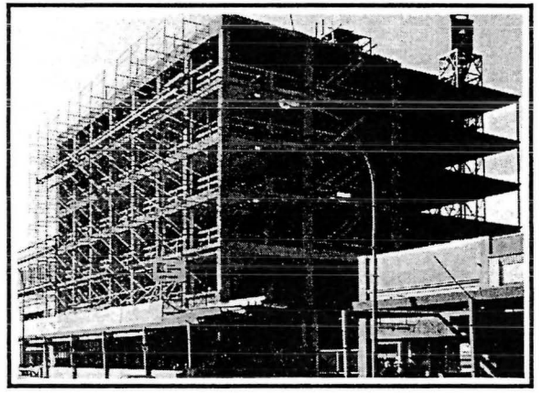
- To enhance the community's investment in Downtown
- To continue Downtown's role as the region's major job centre
- To make effective use of government and private investment by partnership arrangements eg. business improvement district or self taxation

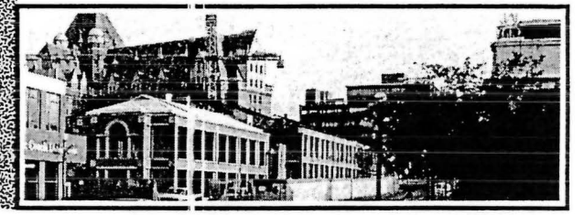


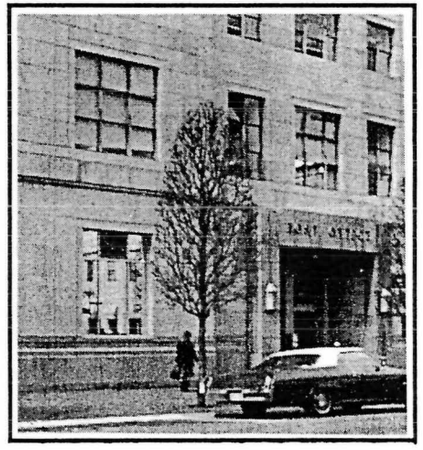
Gate of Harmonious Interest, Fisgard St.

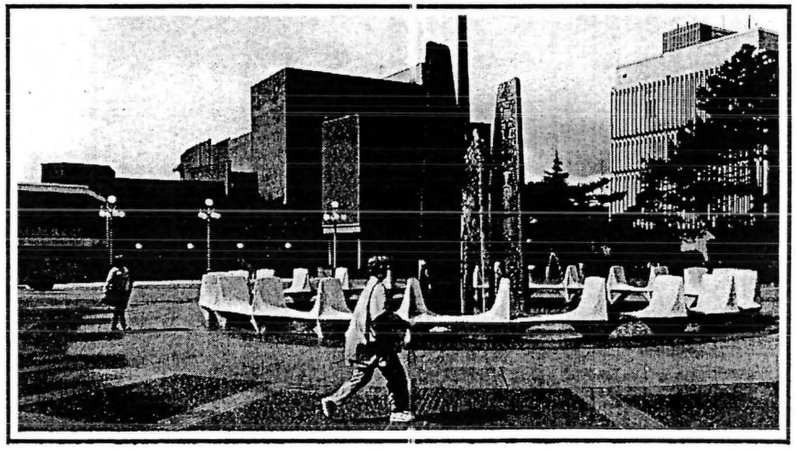




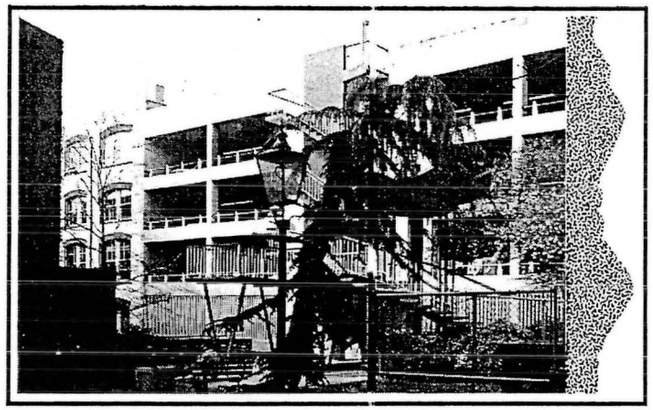


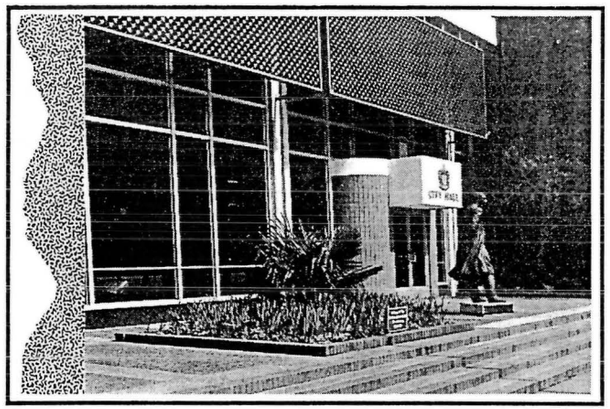


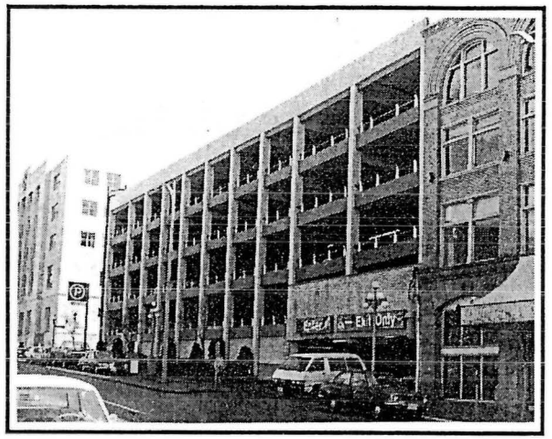


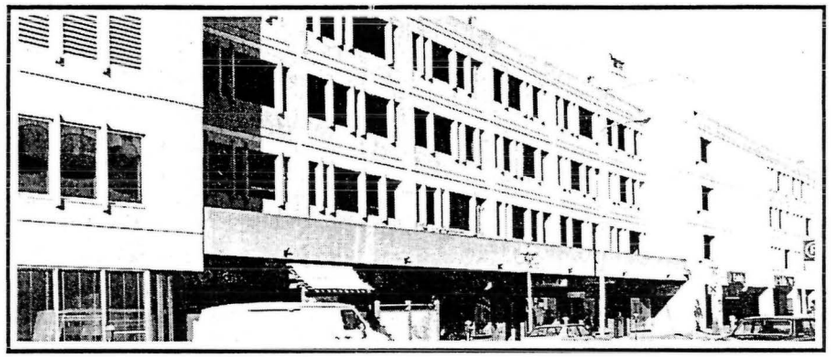


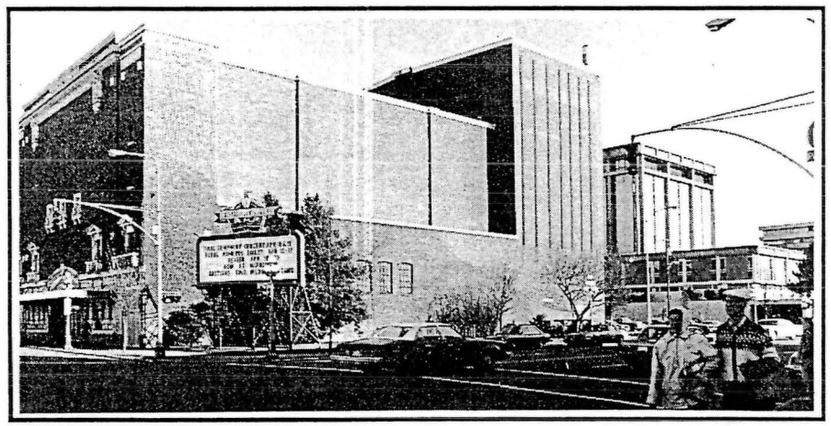
Clockwise:
• MacPherson Playhouse
• Inner Harbour's Lower Causeway
• Greater Victoria Conference Centre
• Centennial Square
• Federal Building
• Birks Building
700 Block Yates











Clockwise:
- *Bastion Square Parkade*
- *City Hall*
- *Bastion Square Parkade*
- *View St. Parkade*
- *Royal Theatre*
- *Johnson St. Parkade*

B3.2 Density and Bonusing

Downtown is very compact. It covers less than 200 acres consisting of 67 acres of streets, 7 acres of open space and 119 acres of building lots.

Over most of Downtown a density limit of 3:1 applies. This means, in addition to basement space and required parking facilities, a developer can build a building equivalent to three times its land area. The current density limits are intended to distribute development evenly throughout Downtown. Without any increase to current density limits, there is potential to expand Downtown's space inventory from 12 million to 20 million sq.ft.

City Council has provided higher than 3:1 densities where community benefit such as improvement to street facade or the rehabilitation of a heritage building has been demonstrated, eg.

a) Waddington Square (office) building - 3.60:1
b) Broughton Square Parkade - 3.90:1
c) "Station Hotel" - 4.00:1
d) Olympic Hotel - 5.23:1
e) Executive House Hotel - 5.35:1

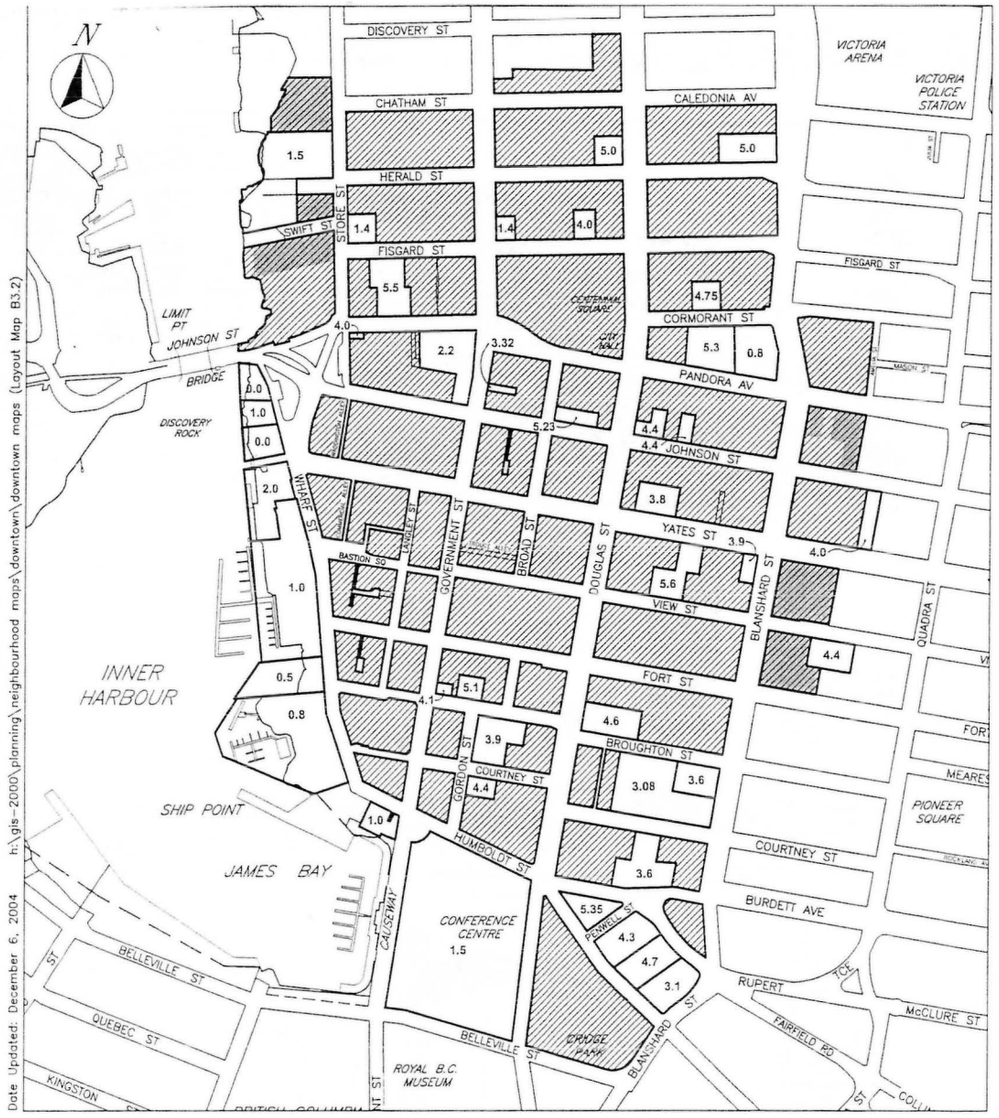
Note: In all the above examples, approval for density bonus accommodated a relatively minor addition, rather than a new building.

Densities below 3.0:1 have been initiated by the City to conserve heritage buildings and to achieve building mass consistent with its natural setting. In Old Town, new buildings for office use are limited to 1.0:1. On the waterfront a density range of between 0 .5:1 and 2.0:1 applies.

Note:

Even discounting all existing buildings where additions can be made and "small" (under 10,000 sq.ft.) redevelopment sites and all possible heritage sites, there is potential for 2.2. million sq. ft. See also Part B1 New Development and Heritage Conservation.

MAP UPDATE: 2004



Legend

4.3 Existing Density Limit; See Zoning Bylaw for Detail (Building/Land Area)

3.0 to 1 Existing Density Limit; See Zoning Bylaw for Detail (Building/Land Area)

Density Adjustment Area

Downtown Plan Map B3.2
Density & Bonusing

THE CITY OF VICTORIA

3.2.1 Objectives

.1 Balance development throughout the Downtown to make best use of streets, open space and parking.

.2 Encourage development in the north and the 700 block sections of the Downtown.

.3 Promote adaptive re-use rather than demolition of traditional buildings, particularly in Old Town.

.4 Prevent excessive density of development, especially in south Downtown.

.5 Extend "shop frontage" continuity throughout the "retail core". See Part B3.4.

.6 Encourage residential development, including that catering to special needs groups such as handicapped and the elderly.

.7 Improve access in the Downtown by means of increased parking, better transportation facilities and walkways.

.8 Make Downtown a more enjoyable place by provision of high-quality architecture, open space, waterfront and mid-block walkways and recreation facilities.

.9 Limit spread of high-density commercial in the Harris Green, east of Blanshard Street.

.10 Adjust density to compliment natural features, eg. Store Street waterfront.

3.2.2 Policies

.1 Bonus density may be considered where the project results in:

a) the preservation, restoration and rehabilitation of an heritage building (keep entire building, not just facade).* In cases where entire building is restored, consider "density transfer" to sites within one block.

b) New residential space, eg. one square foot of bonus for every square foot of residential.

c) The provision of customer parking in excess of that which maintains or improves the existing balance between demand and supply. Sites identified as suitable for parkades are shown on Map B4.2.

d) The creation of active, usable public open space or squares.

e) The creation or extension of a mid-block walkway system or arcades as shown on Map B2.5.

f) A demonstrable benefit to the area north of View Street.

g) An exceptional design which, in the opinion of Council, makes a major contribution to the landscape in the form of a landmark.

h) Provisions for housing and services for handicapped persons.

i) Extension of "shop frontage" into areas shown as "desirable" on Map B3.4.

j) The provision of facilities having significant benefit to the community, e.g. day care centres.

Note: See also 2.8.3.1 (b).

.2 Bonus density provisions are to be reduced in these conditions:

a) site where heritage building has been demolished (no bonusing)*

b) where "shop frontage" at grade is not provided in areas designated on Map B3.4.

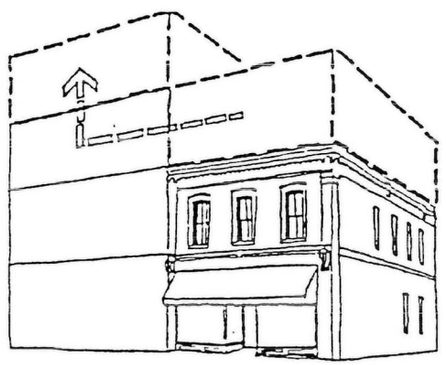
c) where a site has been cleared without having obtained preliminary design and building schedule approval for replacement development.

.3 The 3:1 density will be considered as a standard entitlement throughout most of the Downtown. Sensitive sites such as the Empress and waterfront will remain at densities of 2.0:1 or lower. All density standards for Downtown should be reviewed periodically for adjustment (up or down) to ensure consistency with plan policies.

.4 It will be Council's policy to monitor and review progress on projects for which an increased density has been conceded. Where Council considers there are insufficient signs of progress within a 24 month period, City Council reserves the right to remove the bonus density privileges of the development.

*Note:

These policies have been relaxed for 719-727 Yates Street in order to allow density bonusing for the retention of the existing facades. Similar circumstances may arise elsewhere in the Downtown.



Density Transfer

3.2.3 Implementation

.1 Maintain existing density limits except as laid out in the following sections.

.2 Bonus density is to be obtained by way of individual re-zoning applications.

.3 Density reductions are to be initiated by the City for areas shown on Map B3.2.
i.e. a) Store Street waterfront, one block north of bridgehead, reduce density from 3.0:1 to 1.5:1
b) Harris Green, east of Blanshard - reduce combined office/retail from 3.0:1 to 2.0:1 (hotel or mixed use residential-commercial to continue to enjoy 3.0:1).

.4 "Transfer of development rights" or "density transfer" should be considered as a means to achieve the objectives listed in B3.2.1. This device would allow a site that is "under developed" eg. low-rise heritage building, plaza or garden space, to shift its surplus floorspace rights to a nearby building site, ie. the donor and recipient sites' averaged density would be consistent with normal standards. To supplement rezoning, other mechanisms like restrictive covenants, easements, air space parcels and heritage designation by-laws could be used.

B3.3 Offices

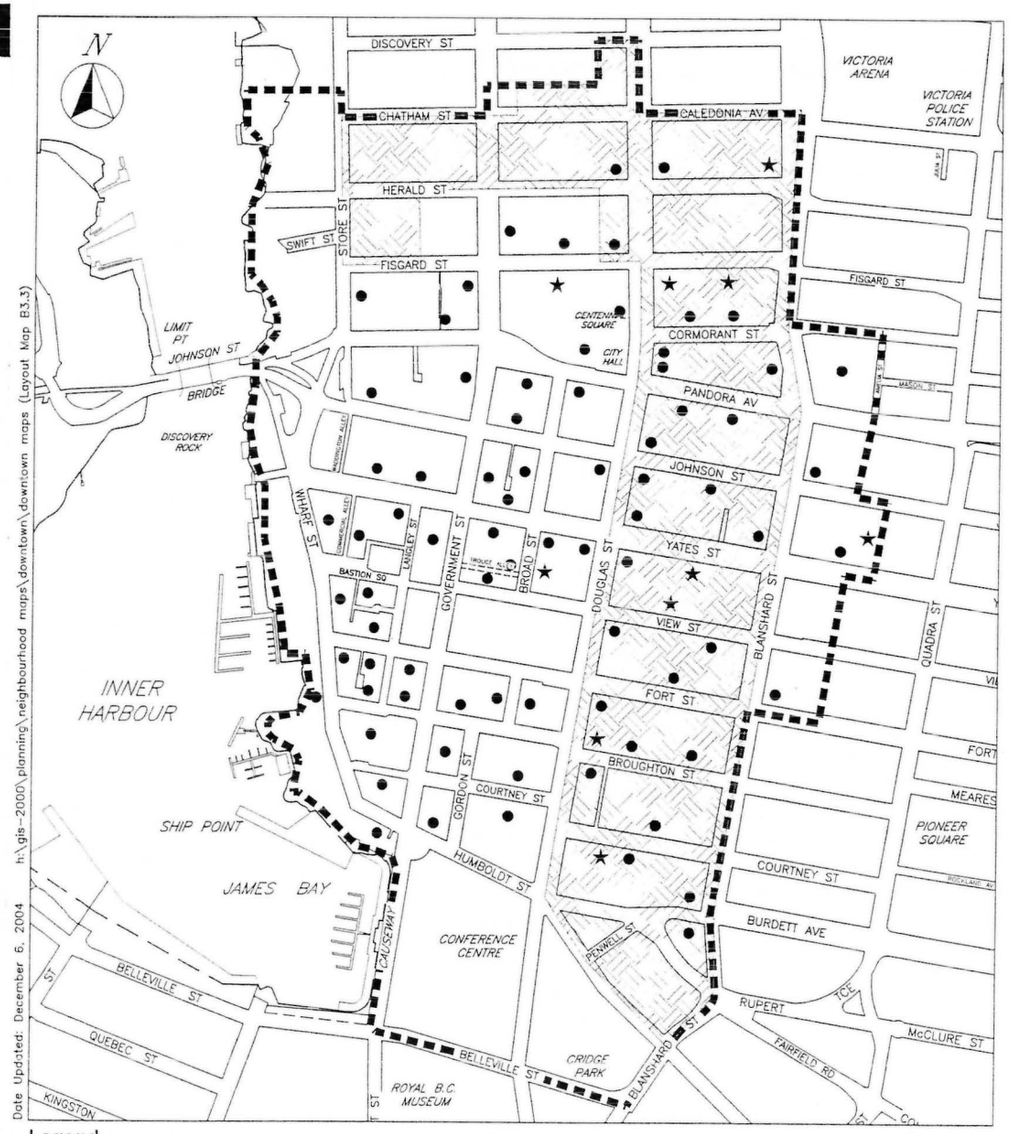
Downtown Victoria currently has 3,400,000 sq.ft. of office space. In the eight years prior to 1988, it expanded at a rate of 36,000 sq.ft. net per year. This reflects a more modest rate of growth than was evident in the 1970's. Growth has been absorbed by conversions from other uses, by minor additions and by an average of one major new office building per year. Average size of major new office buildings has been 34,000 sq.ft.

Assuming the current rate of increase, Victoria can expect a net increase of 504,000 sq.ft. by the year 2001. Based on a job creation factor of one job per 190 sq.ft., this means about 2,700 additional new office jobs from 1988 to the turn of the century.

The City's role of provincial capital will continue to have paramount significance in the provision of office space Downtown.

The accompanying Map B3.3. illustrates the current distribution of office space.

MAP UPDATE: 2004



Legend

- Existing Offices
- ★ Major Office Building Created (1990-2004)
- Potential Areas for New Major Office Buildings
- Downtown Boundary Line

Downtown Plan Map B3.3
Offices

THE CITY OF VICTORIA

3.3.1 Objectives

.1 To accommodate a continued office growth at a rate in excess of 36,000 sq.ft. per year.

.2 Continue to use offices as a viable means to recycle and revitalize heritage buildings.

.3 Maintain the compact character of Downtown's office community by concentrating jobs and investment west of Blanshard Street.

.4 Maintain and expand the role of Downtown as the center of Provincial Government administration.

.5 Strengthen Downtown's role as a center for personal, business and professional services.

3.3.2 Policies

.1 Major new office buildings will be concentrated in the 700 blocks and in the north two tiers of blocks as illustrated on Map B3.3.

.2 In Old Town, "new" office buildings at a density of 3:1 will be limited to those sites illustrated as having infill or redevelopment potential. Most office uses in Old Town will continue to be accommodated in revitalized heritage buildings.

.3 In the Harris Green (800 blocks) offices will be of a secondary intensity to Downtown, reflecting its position on the east boundary. It is the intent to concentrate commercial development in the compact area west of Blanshard Street.

.4 Cooperate with the Province to ensure the accommodation of its office needs strengthen the Downtown.

3.3.3 Implementation

.1 The City is to initiate a reduction in density limits for office, retail and entertainment space in the Harris Green (800 blocks) from the current 3:1 to 2:1. (3:1 continues to apply for mixed commercial, residential and hotel use.)

.2 Subject to the density policy in PART B3.2., on an application by private owner basis, provide for an increased density for new office buildings in Old Town from 1:1 to 3:1 for designated sites.

.3 See also *Part B4.5.3.1 (a) Parking in New Building Projects.*

.4 Lobby the Provincial Government to locate its capital city facilities in the Downtown.

B3.4 Retail and Entertainment

During the years 1980-1988 retail space decreased in the Downtown, while entertainment services, eg. theatres, cinemas, restaurants, cabarets, made modest gains. Together, they represent a net increase in floorspace in the Downtown of 10,000 sq.ft. per year. The new Eaton Centre will generate a net increase in retail and entertainment floorspace of 120,000 sq.ft. and signals a turn-around in Downtown's retail fortunes. Annual growth rate may be expected to be in the order of 25,000 sq.ft. per year. Assuming a job to floorspace ratio of 380 sq. ft., this growth could generate about 900 jobs by the turn of the century.

Good shop frontage is very important to a successful retail economy. The Broughton Square parkade is a good example. Prior to its renovation, this parkade (formerly known as the Eatons parkade) had completely blank walls fronting Broughton, Gordon and Courtney Streets. After renovations those street frontages have been enhanced with interesting shop window displays and frequent entry points.

An example of the impact lack of shop frontage can have on a shopping street is the Government Street facade of the Post Office. This is in marked contrast to most of the rest of the Government Street Semi-mall.

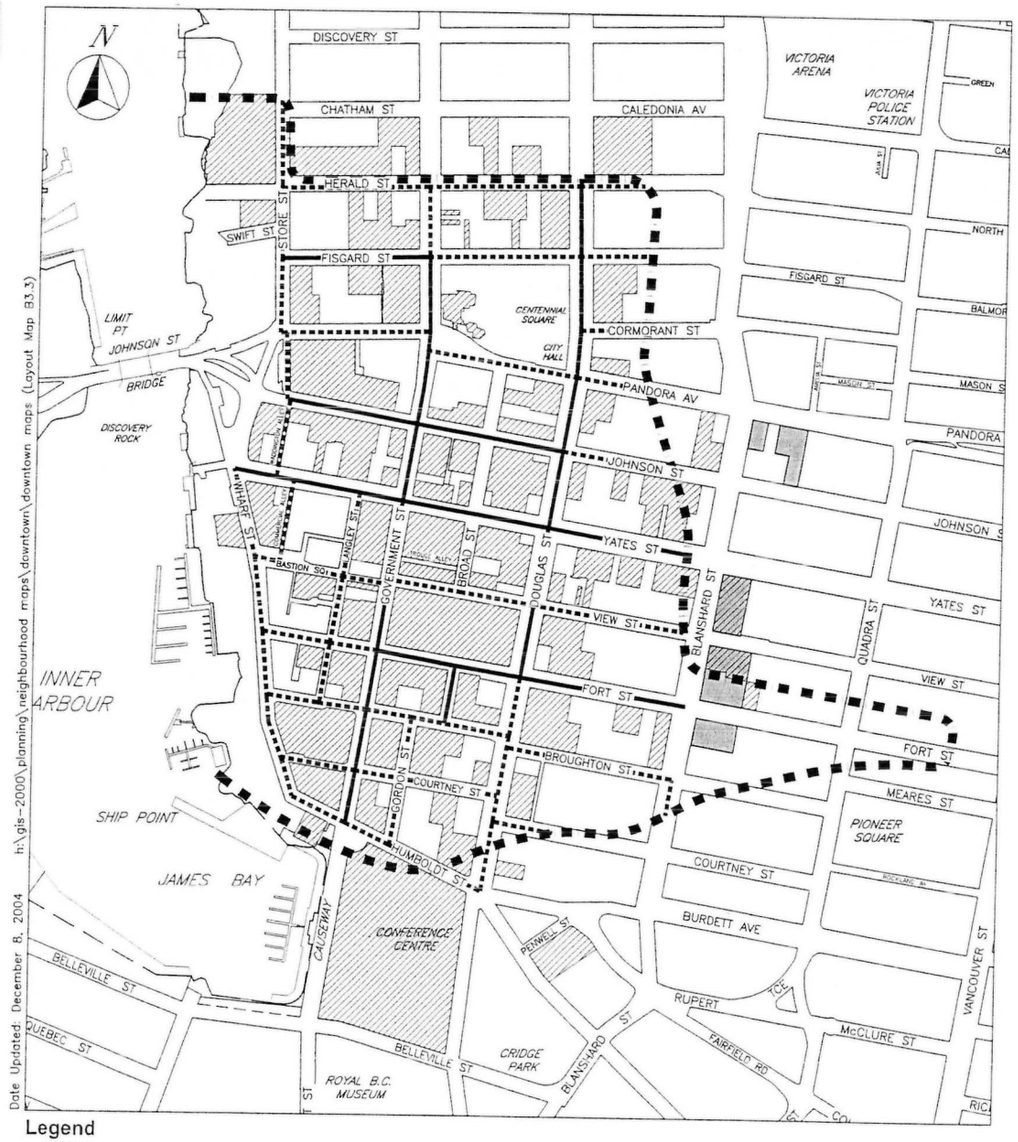
Many Downtown uses, including some retail ones such as major department stores, have a limited need for display windows and entryways. But it is critical to the economic health of Downtown's retail sector that these uses be encouraged to design their premises in such a way as to maximize shop frontage as has been the case with the Eaton Centre. There is potential to expand "shop frontage" by between 80 and 250 linear feet per year.

"Shop frontage" means the condition where active windows and doors comprise most of the facade, affording contact between sidewalk and people-oriented displays and activities at close intervals. It does not include openings to offices or banks, nor does it include blank walls longer than 15 ft.

Map B3.4 illustrates the distribution of retail and entertainment floorspace and the distribution of the Official Community Plan's designation of the "retail core". The map also illustrates a distinction between "essential" and "desirable" shop frontage streets.

*** Note:**
Shop frontage is desirable on all mid-block walkways. See Map B2.5

MAP UPDATE: 2004



Downtown Plan Map B3.4
Retail & Entertainment

3.4.1 Objectives

.1 Concentrate major retail within the "retail core".

.2 Improve competitiveness with regional malls. See also *Part B2.2. Urban Design, B3.6 Transportation and B4 Parking.*

.3 Reinforce the "retail core shop frontage" continuity on the streets illustrated on Map B3.4, with particular emphasis on designated portions of Broad, Douglas, Fisgard, Fort, Government, Johnson and Yates Streets.

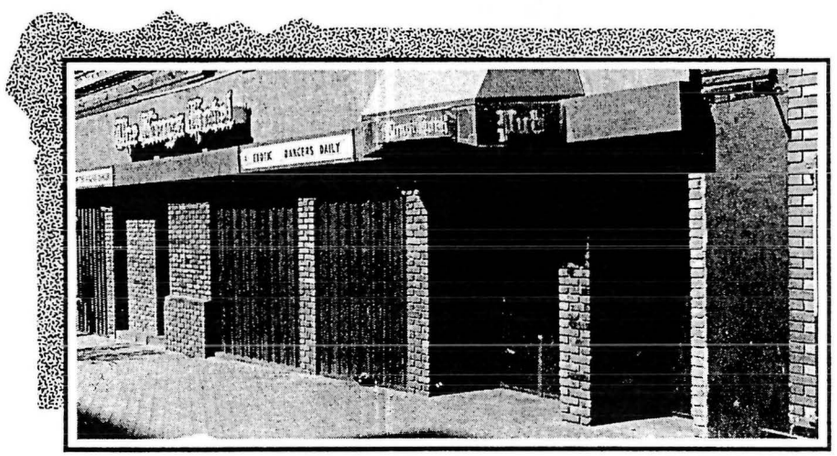
3.4.2 Policies

.1 The enhancement of the "retail core", eg. extension of "shop frontage" in locations designated in the plan.

.2 Avoid intrusion of uses or design that would have a deadening effect on ground level pedestrian activity, eg. parking lots and blank walls.

.3 Encourage "shop frontage" along walkways, particularly those designated as "main spine" walkways on Map B2.5

.4 Encourage occupants of ground floor space to manage their shop windows in a manner that maximizes interest to passing pedestrians, eg. discourage blocking off of windows with curtains, etc.



Absence of shop frontage

3.4.3 Implementation

.1 City zoning initiatives

a) Amend zoning to require "shop frontage" within areas designated as essential on Map B3.4. Note: "shop frontage" is defined as the condition where active windows and doors comprise most of the facade affording contact between sidewalk and people-oriented displays and activities at close intervals. It does not include openings to offices or banks, nor does it include blank walls longer than 15 ft.

b) Permit financial institutions, eg. banks, credit unions and trust companies, as well as offices, to be counted as "shop frontage" where they meet the window and doorway conditions listed above in a) and have a public presence.

c) In the Harris Green (800 blocks), reduce permitted density for office, retail and entertainment uses from 3:1 to 2:1. See also *Part B2.7 Residential.* (3:1 continues to apply to mixed commercial, residential and hotel use).

.2 Retain Downtown's zoning prohibition on the creation of surface parking lots.

.3 Consider privately initiated re-zoning applications to permit short-term surface parking lots where conditions warrant.

B3.5 Service and Industrial

Industrial space declined during 1980-1988 at an annual rate of about 9,000 sq.ft. Service businesses, eg. activities involving personal services or repair of goods, have been enjoying modest expansion at a rate of about 3,000 sq.ft. per year. As Downtown demands more space for intensive commercial activity, industry will continue to relocate to more favourable sites, eg. Rock Bay (north of Downtown) and other parts of Burnside. Some industries, such as micro-breweries, ship works, etc. will continue to seek Downtown locations, especially in the northwest section.

Map B3.5 illustrates the distribution of service and industrial businesses.

Service/Industrial Use (87)

Residential Excluded Zone (proposed)

C "City Light" Building

J "Janion" Building

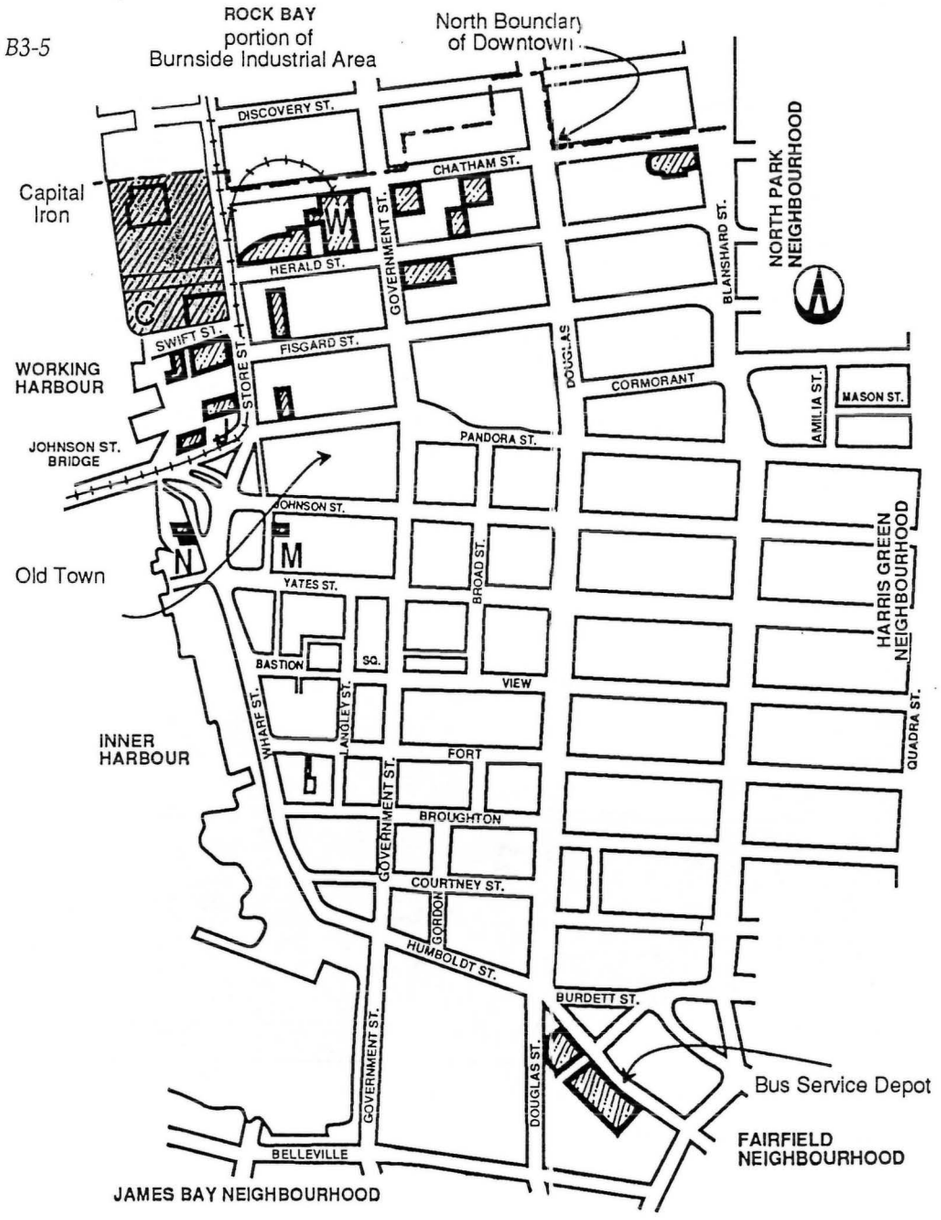
M "Morleys" Building

N "Northern Junk" Building

W " Wilson" Building

Fisgard St. 500 Block

Map B3-5



3.5.1 Objectives

.1 To accommodate industries and services supportive of Downtown and the Working Harbour.

.2 To recycle obsolete (or potentially obsolete) sites for more intense commercial uses, eg. the City Light, Wilson's Cold Storage, Northern Junk and Morley's Sodawater Factory.

3.5.2 Policies

.1 Avoid encroachment of incompatible uses eg. residential, into established industrial areas.

.2 Promote adaptive reuse and redevelopment of vacant historic industrial sites, while recognizing their heritage characteristics.

3.5.3 Implementation

.1 Continue the provision for "good neighbour" cottage industry in Old Town zoning.

.2 City zoning initiatives along Store Street waterfront:
- a) permit marine-related industry
- b) prevent residential use encroachment beyond Swift Street.

.3 On a re-zoning basis, accommodate compatible businesses, eg. micro-breweries, ship repairs, "high tech" research and light manufacturing.

"City Light" Building, Swift St.

B3.6 Transportation

This chapter provides a general overall framework for Downtown transportation. Because there are many unknowns, it is expected that further study will serve to shape and refine the City's Downtown transportation strategy.

Transportation space use in Downtown has been declining at a rate of about 13,000 sq.ft. per year. This reflects the displacement of surface parking lots with new buildings.

Chapter *B4 Parking* notes that Downtown is served by 12,200 parking spaces:

a) 3,800 in major parkades (the City has 2,210)

b) 1,840 street parking

c) 6,580 other (surface lots and miscellaneous parking facilities)

Much of the supply of surface parking is concentrated in the Harris Green neighbourhood east of Blanshard Street and will be displaced as high density housing is built. Within Downtown, loss of surface parking lots has occurred mainly north of The Bay. Despite the loss of surface commuter parking spaces, customer parkade facilities have expanded from 3,130 to 3,800 spaces in the past ten years.

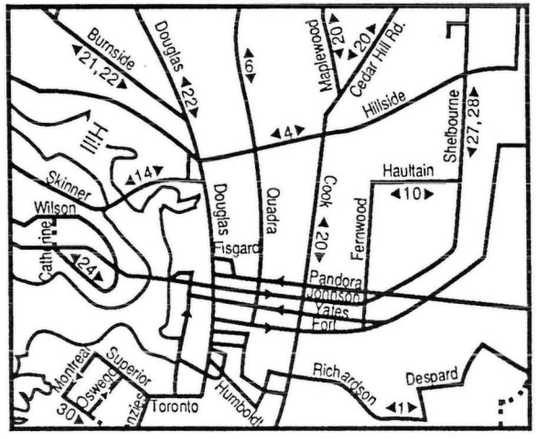
The popularity of the private car and the convenience of its use has influenced bus rider reductions from 15 million in 1950 to 13.3 million in 1987. Ridership in private vehicles has increased from approximately 40 million in 1958 to 95 million in 1987. The preferred mode of travel has affected all the major routes into Victoria and increased the circulation, parking and congestion problems Downtown.

Between 1986 and 1987, bus ridership increased marginally. This may reflect a growing interest in avoiding traffic congestion and expense by increased use of transit.

Map B3.6 illustrates the Downtown road system, transportation terminals and major parkade structures. The map indicates three categories of streets:

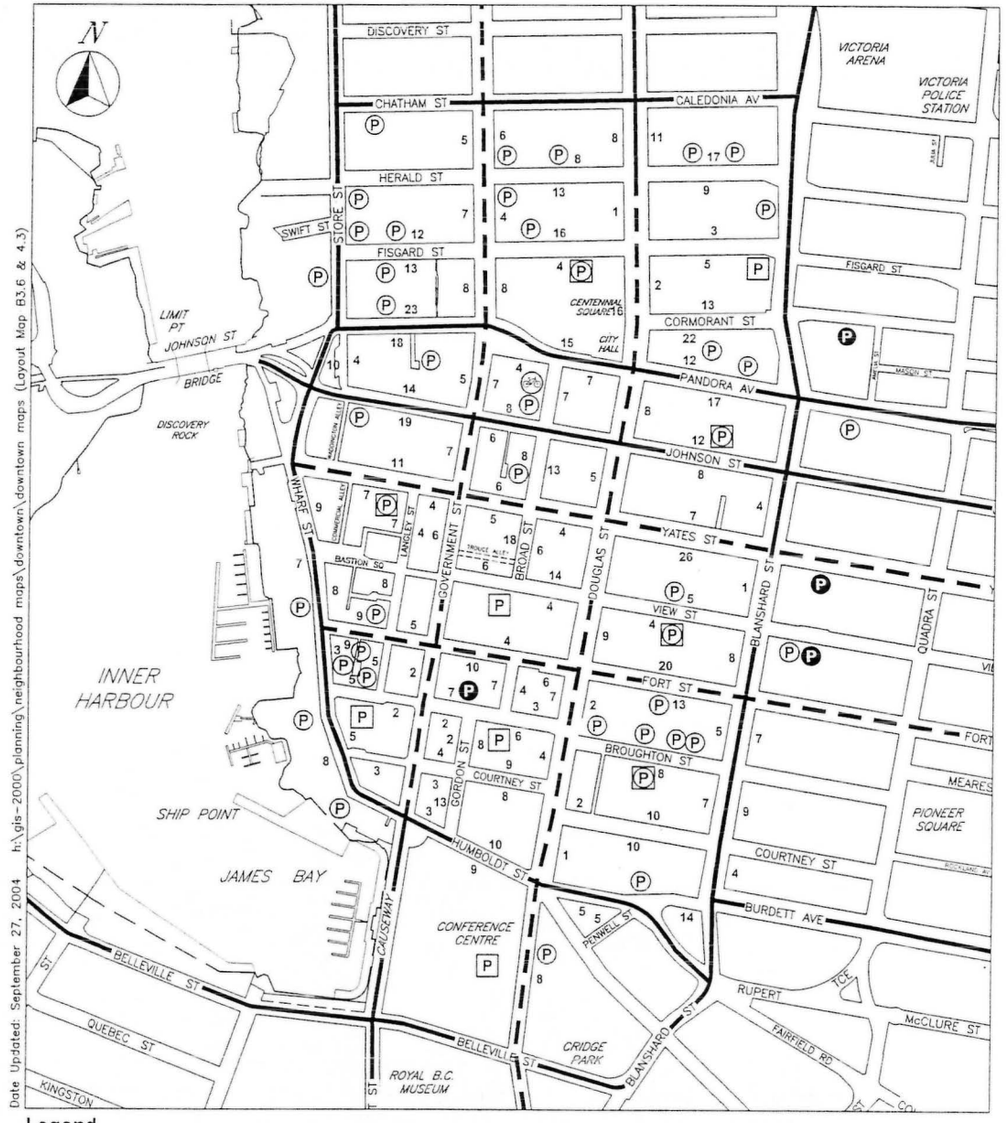
1. "traffic priority route" - designated in the *Official Community Plan* as "major routes"
2. "shopping and business routes" - designated in the *Official Community Plan* as "shopping routes"
3. "parking and circulation routes" - designated in the *Official Community Plan* as either "shopping" or "pedestrian" routes.

Transit Routes *Map B3.6.T*



PLEASE REFER TO WWW.BCTRANSIT.COM
FOR CURRENT ROUTE INFORMATION

MAP UPDATE: 2004



Legend

- Traffic Priority
- Shopping and Business
- (P) City Parkades
- [P] Parkades
- (P) Parking Lot
- (P) Parking Lot (After 5pm)
- Secured Bike Parking
- 10 Number of Parking Meters by Block

Downtown Plan Map B3.6 & B4.3

Transportation & Street Parking

THE CITY OF VICTORIA

3.6.1 Objectives

.1 Achieve a manageable balance between the movement of cars and other objectives of the plan.

.2 Maximize safety for the pedestrian.

.3 Improve the circulation and access to parkades.

.4 Improve access for transit services to the Downtown.

.5 Improve the safety for cyclists on streets.

.6 Encourage alternate modes of travel to the private automobile.

3.6.2 Policies

.1 The City encourages measures that make access to and within Downtown more convenient consistent with its overall planning policies. These include:

a) Improved transit service as a viable alternative to the automobile by reducing delays along Douglas Street, an improved transfer program and the continued addition of bus shelters.

b) Encourage the use of rail services to neighbouring communities.

c) Provide improved opportunity for cyclists. See also *Part B2.5 Pedestrians and Cyclists.*

d) Give priority to hourly parking in balancing the needs between loading and parking use of the Downtown streets.

e) Provide improvements at all major entry points to the retail core for pedestrians, cyclists and motorists.

f) Minimize the dependence on the automobile by focusing on alternate modes of travel such as transit, walking and cycling.

.2 Adopt the street hierarchy as illustrated and defined on Map B3.6.

.3 Within the "retail core" as illustrated on Map B3.4:

a) improve pedestrian priority.

b) consider extension of the one-way street system as a measure to improve safety for pedestrians, cyclists and motorists.

c) utilize those opportunities created by one-way streets to provide wider areas for pedestrians, increased landscaping and parking.

d) provide a Downtown street system that preserves access for shopping and other Downtown service but limits through-traffic.

.4 Facilitate handicapped access throughout Downtown.

.5 The main walking areas for sidewalks should be buffered from moving traffic, eg. by way of a parking lane, a line of lamp poles/street furniture or by a suitable setback area (hard landscaped). See also B2.5.3.4. (b).

3.6.3 Implementation

.1 Improve the Johnson Street Bridge area to facilitate pedestrian, cycle and traffic movements to Songhees.

.2 Improve Bay Street from Esquimalt Road to Cook Street, including twinning the Point Ellice Bridge within the next 10 years.

.3 Establish a Downtown traffic system in the next 5 years to facilitate the Store Street and Bridge Street extensions in 5 to 10 years time.

.4 Extend the Government Street semi-mall from Yates to Herald Street.

.5 Develop improvements to the Downtown street and parking systems to facilitate extending the Government Street semi-mall to Herald Street. This will include a review of expanding the one-way street system to develop exclusive transit corridors.

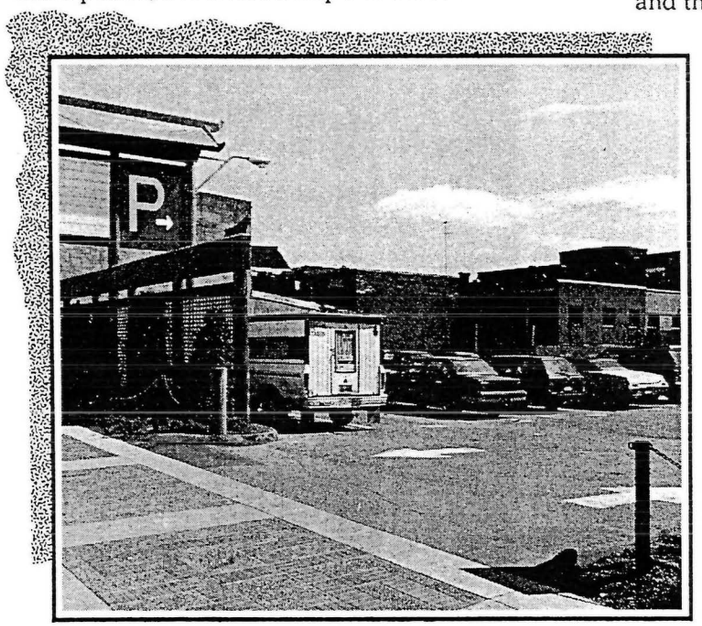
.6 Develop alternatives for Council's consideration in the next 5 years to reduce congestion for transit through the Douglas/Yates and Douglas/Fort intersections.

B4 Parking

B4.1 Introduction

Car ownership in Victoria has been growing faster than the population and will continue to be the preferred means of travel to Downtown.

Between 1972 and 1987, vehicles Downtown increased from 170,000 to 220,000. During this same period, transit ridership decreased.



Site of proposed Chinatown parkade, Fisgard St.

There are two basic types of parking: customer parking (short-term) and parking for commuters/residents (long-term). An ample supply of customer parking has critical economic importance to Downtown business and has been the focus of major investment by both government and the private sector.

Commuter (long-term) parking, on the other hand, has a number of disadvantages. It strains the road system capacity from noon to the peak rush hour. As surface parking, it tends to have a disruptive impact on shop frontage continuity and generates a relatively low level economic use of land.

The City must strive to improve its supply of customer (short term) parking in convenient proximity to destinations.

Commuter/resident (long-term) parking should be provided by the private sector instead of the City. The amount of commuter parking should be in balance with rush hour road capacities and with the need to maintain a viable transit system.

Table B4.2.0.1

Major Customer Parkades*
Size in Spaces

Map Ref.		1979	1987	1990	Projected need by 1997	
A.	Bastion Square	269	271	360	360	} 560
B.	Wharf	0	0		200	
C.	The Bay	637	614	614	614	
D.	Broughton Square	380	362	362	362	} 583
E.	Victoria Eaton Centre	0	0	221	221	
F.	Centennial Square	208	194	194	194	} 544
G.	Chinatown	0	0	79*	350	
H.	Conference Centre	0	206	300	300	
I.	Harbour Square	220	207	207	207	
J.	Johnson	355	371	371	621	
K.	View	532	530	530	530	
L.	Waddington	528	547	547	547	
Total		3129	3302	3785	4500	

** With the exception of Chinatown temporary surface lots, all spaces are in parkade buildings.*

Table B4.2.0.2

Major Customer Parkades

Surrounding area Retail & Entertainment Floorspace (sq.ft.) Per Parkade Space

Map Ref.	1987 Floorspace	Floorspace per Parkade Space	Projected** Floorspace	Year 2001 Floorspace per Parkade Space
A. Bastion Square B. Wharf	423,200	1562	523,200	933
C. The Bay	308,700	503	318,700	519
D. Broughton Square E. Victoria Eaton Centre	503,900	1392	633,900	1087
F. Centennial Square G. Chinatown	377,400	1945	397,400	730
H. Conference Centre	68,000	330	78,000	260
I. Harbour Square	129,100	624	159,100	770
J. Johnson	213,400	575	233,400	376
K. View	282,500	533	302,500	570
L. Waddington	167,800	307	177,800	325
Total	2,473,900	750	2,823,900	630

*** Projected year 2001 assumes annual net increase of 25,000 sq.ft. per year over 14 years, i.e. net increase of 350,000. Also it is assumed by 2001 there will be an increase of approximately 1,200 customer parkade spaces. See Table B4.2.0.1.*

Table B4.2.0.3

Major Customer Parkades

Surrounding Retail , Entertainment and Office Floorspace* (sq.ft.) Per Parkade Space

Map Ref.	1987 Floorspace	Floorspace per Parkade Space	Projected** Floorspace	Year 2001 Floorspace per Parkade Space
A. Bastion Square B. Wharf	983,400	3629	1,138,000	2029
C. The Bay	410,000	668	682,600	1112
D. Broughton Square E. Victoria Eaton Centre	959,400	2650	1,038,300	1781
F. Centennial Square G. Chinatown	584,300	3012	1,122,800	2064
H. Conference Centre	73,300	355	373,600	1245
I. Harbour Square	391,500	1891	421,000	2034
J. Johnson	899,000	2423	1,272,800	2049
K. View	787,900	1487	1,073,000	2025
L. Waddington	817,500	1494	1,058,000	1934
Total	5,906,100	1790	6,760,100	1500

Notes:

* *Area is comprised of existing gross retail, entertainment and office floorspace in blocks closest to parkade existing in 1987. The catchment boundaries of the 1987 parkades are constant even where new parkades (B,E, & G) are added.*

** *Projected floorspace is the 1987 inventory plus net change attributable to major redevelopment sites (illustrated on Map B1). Also it is assumed all increase is commercial and there will be an increase of approximately 1200 customer parkade spaces. See Table B4.2.0.1.*

B4.2 Parkades

Downtown is currently "ringed" by 9 customer parkades built by the public and private sectors, having a total of almost 3,800 spaces. This inventory of customer parkade facilities has grown from 3,100 spaces in 1979 and as noted in Table B4.2.0.1, will expand to 4,500 spaces by 1997.

Assuming these new spaces are in place within 10 years and that Downtown's retail and entertainment sector expands at a rate of 25,000 sq.ft. per year, then in 10 years time, the Downtown ratio between customer parkade spaces and retail entertainment floorspace will be 1 space per 630 sq.ft. This will represent an improvement from the existing ration of 1 space per 790 sq.ft.

The "short-term" parkade is designed and managed to cater to the needs of the customer, rather than a commuter. Map B4.2 and its associated tables illustrate the existing, planned and potential parkades Downtown.

Table B4.2.0.1

Major Customer Parkades*
Size in Spaces

Map Ref.		1979	1987	1990	Projected need by 1997	
A.	Bastion Square	269	271	360	360	560
B.	Wharf	0	0		200	
C.	The Bay	637	614	614	614	
D.	Broughton Square	380	362	362	362	583
E.	Victoria Eaton Centre	0	0	221	221	
F.	Centennial Square	208	194	194	194	544
G.	Chinatown	0	0	79*	350	
H.	Conference Centre	0	206	300	300	
I.	Harbour Square	220	207	207	207	
J.	Johnson	355	371	371	621	
K.	View	532	530	530	530	
L.	Waddington	528	547	547	547	
Total		3129	3302	3785	4500	

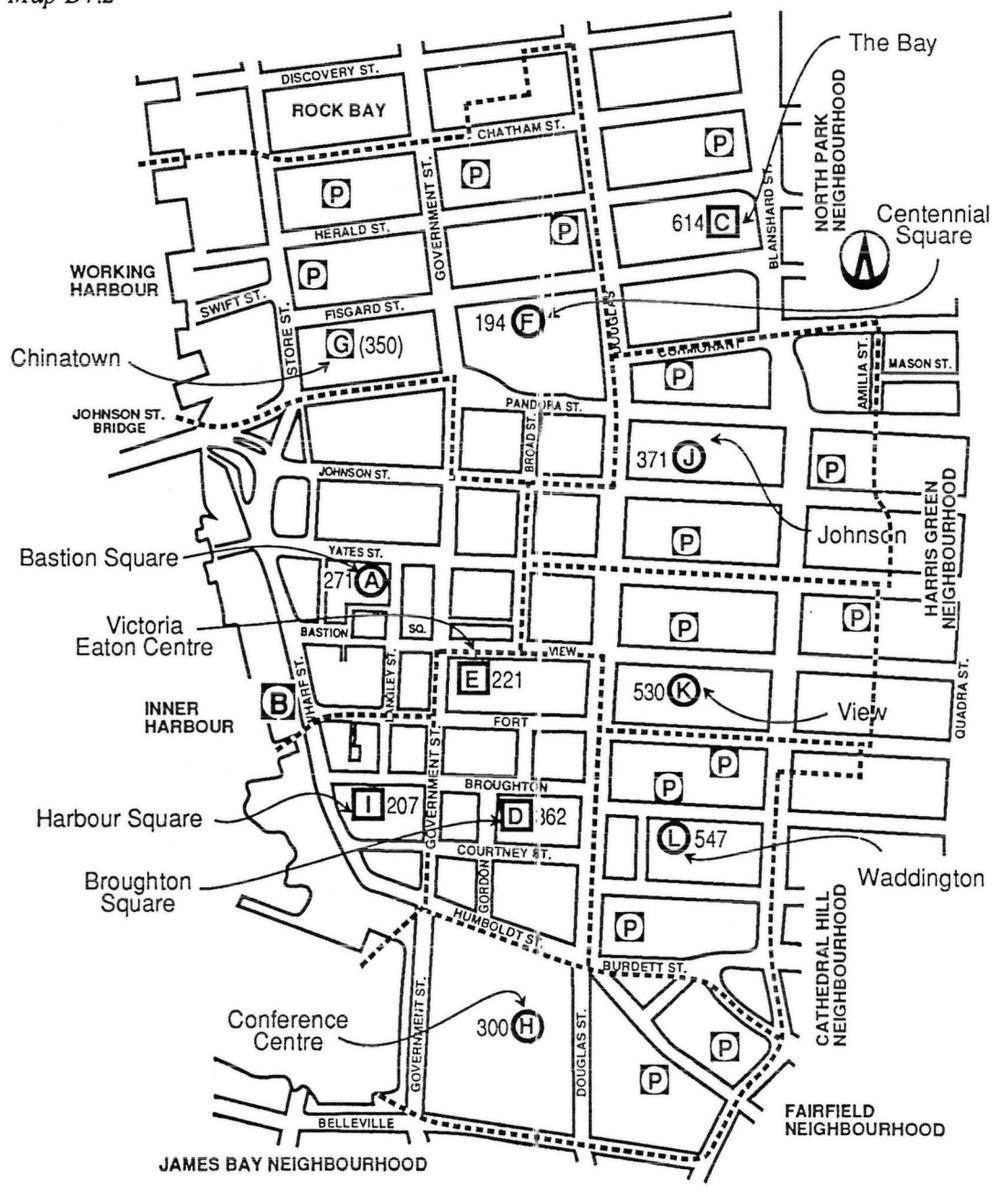
** With the exception of Chinatown temporary surface lots, all spaces are in parkade buildings.*

"Catchment" Boundary ----------

190 (A) Civic
221 [E] Private
} Parkades with no. of space (letter refers to Table B4.2.0.1)

[P] Potential Location for Parkade

Map B4.2

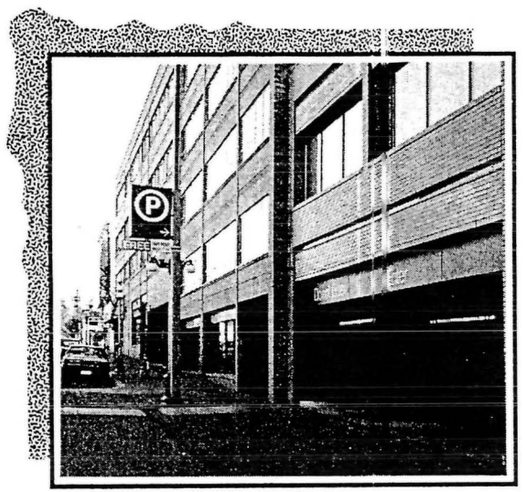


4.2.1 Objectives

.1 New customer parkades are to be built to maintain or improve the existing ratio of 1 space per 750 sq.ft. of retail and entertainment floor space use.

.2 The supply is to be conveniently distributed to serve Downtown businesses.

.3 Access convenience should be maximized by means of siting, traffic management, directional signs and graphics.



Waddington Civic Parkade
Broughton St.

4.2.2 Policies

.1 Map B4.2 (and Summary Downtown Plan Map A) illustrate potential sites where a major development could incorporate a "partnership parkade", ie. built on a cost shared basis between the City and another party. The Waddington Building parkade is an example of a partnership arrangement. The City will actively consider pursuing these opportunities. Guidelines for partnership parkades are as follows:

a) a demonstrable opportunity to increase the supply of conveniently located, customer parking
b) City negotiates ownership/ leasehold
c) process would involve the confirmation of site and access acceptability by Traffic and Planning Departments.

.2 Parkades should be managed in such a way as to give maximum priority to customer (short-term) rather than commuter ("all day sitters") users. Customer parkers are vital to Downtown's economy and have a higher rate of turnover. Their spaces should be more accessible, secure, inviting and priced to encourage efficient use.

4.2.3 Implementation

.1 Expansion of parkades in the near future is to be focused on:

a) Chinatown parkade
b) Johnson Street parkade expansion to Pandora Avenue
c) development of parkade on the waterfront at "Reid" site (Wharf/Fort) below the level of Wharf Street.

.2 Consider selling all or some of the City's parkades, utilizing the proceeds to expand existing parkades or construct new ones either alone or on partnership basis, to increase the supply of parking and advance plan objectives.

.3 Continue Downtown zoning provisions to ensure appropriate siting and massing of new parkades.

.4 Re-zone to permit parkade expansion and new parkade development in a manner that advances the objectives of this plan, eg. shop frontage continuity, mid-block walkways, etc.

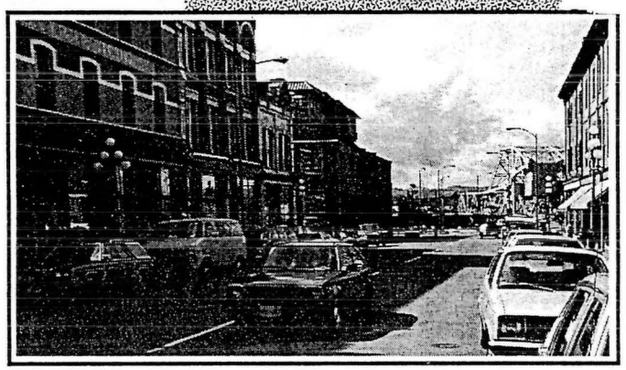
.5 Promote the use of the parkade system by improved signage and advertising.

B4.3 Street Parking

There are about 950 parking spaces on the streets within Downtown. A further 665 may be accessed within convenient walking distance.

Most of the spaces, 1,370, are limited to 1 hour of use. In higher demand areas, the time limit is reduced to 15 minutes: in more remote areas, a time limit of 2 hours applies. Because of the time limits, off-street parking serves customer visits and is, therefore, of significant economic benefit to businesses.

Map B4.3 illustrates the distribution of on-street parking.



Johnson St. 500 Block

4.3.1 Objective

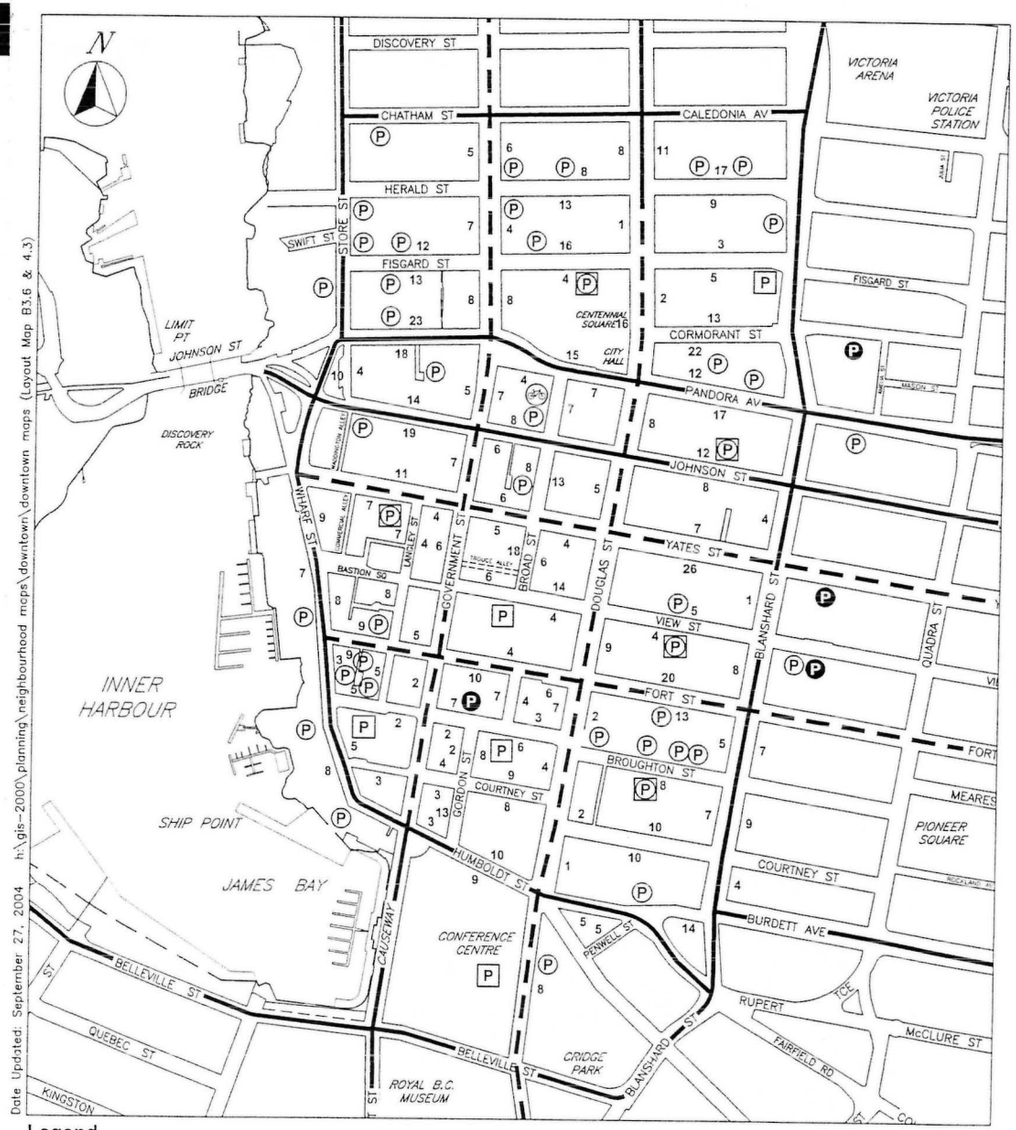
.1 Maximize provisions for on-street parking in balance with competing demands for loading and transit.

4.3.2 Action

.1 Periodically review the role of Downtown streets in order to maximize on-street parking.

Broad St. 1400 Block

MAP UPDATE: 2004



Legend

- Traffic Priority
- Shopping and Business
- City Parkades
- Parkades
- Parking Lot
- Parking Lot (After 5pm)
- Secured Bike Parking
- 10 Number of Parking Meters by Block

Downtown Plan Map B3.6 & B4.3

Transportation & Street Parking

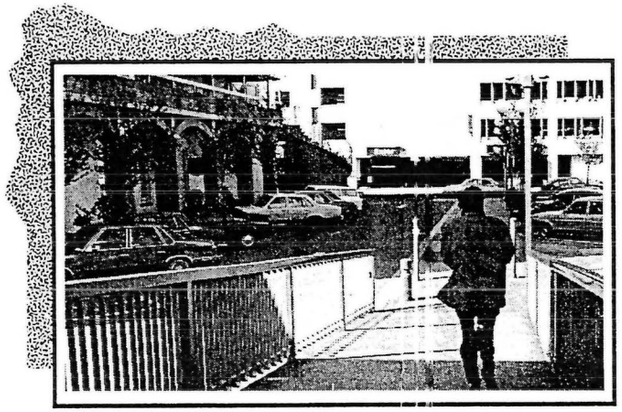
THE CITY OF VICTORIA

B4.4 Parking Lots

Vacant lots used for surface parking, as a single property use, ie. not combined with a building, serve mainly commuters and tend to be a short-term holding use for land pending a building project.

Recognizing the disruptive impact surface parking lots may have on streetscape continuity, the relatively low yield of tax revenue and their contribution to rush hour congestion, Council has tightly regulated the use of new surface parking lots.

Approximately 5% reduction in this type of use has taken place over the past 8 years. As development continues Downtown, in the Harris Green, Songhees and North Park, pressure to create new lots likely will become focused on Downtown's northern edge.



Johnson St. 700 Block

4.4.1 Objective

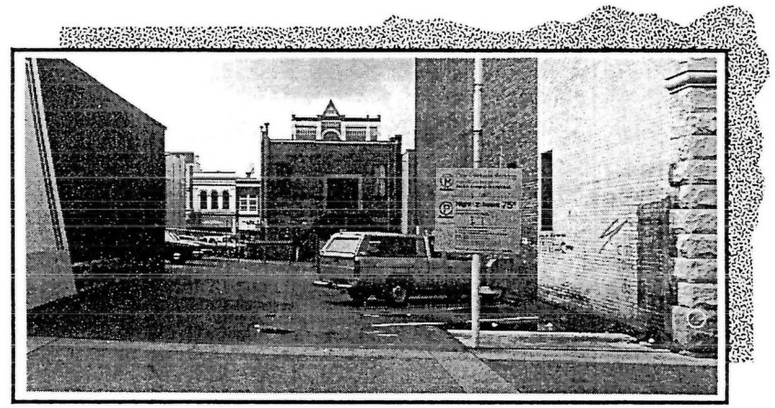
.1 To encourage the reduction of surface parking lots in Downtown. See also *Part B2.2. Urban Design - Image and Guidelines.*

4.4.2 Policies

.1 Recognize that in some cases, surface parking, designed as a long-term use with attractive landscaping and maintenance, may form a legitimate use in combination with other activities, eg. Humboldt Valley.

.2 Discourage parking lot establishment within required "shop frontage" areas of the "retail core". See also *Part B3.4 Retail and Entertainment.*

.3 Encourage owners of existing parking lots to install landscaping to create screening compatible with the architecture and streetscape of adjoining areas.

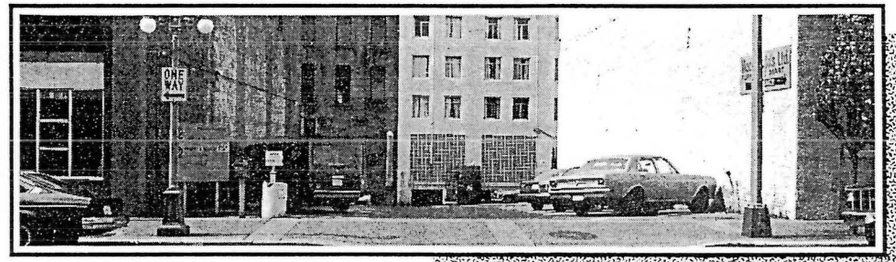


Broad St. 1300 Block

4.4.3 Implementation

.1 Continue the general prohibition of parking lots as a permitted use Downtown.

.2 Approve re-zoning for parking lots as a temporary use (i.e. with termination imposed by covenant) only where it advances City planning policies, eg. with regard to heritage conservation, open space, urban design, etc.



Broad St. 1400 Block

B4.5 Parking in the New Building Projects

In recent years most Downtown developments have been exempt from on-site parking requirements because of the parkade system, the objective of recycling old buildings on constrained sites, the desire to minimize commuter traffic, the availability of transit and surface parking lots.

Notable exceptions from this have been new apartments, as well as major commercial developments like Harbour Square.

Even though parking has not been required in the zoning, some developers, eg. Victoria Eaton Centre, The Bay, Victoria Centre, Rotherham Building and the Royal Bank have opted to provide on-site parking for enhanced viability.

Recent legislative changes allow the City to give a developer the option of either providing on-site parking or contributing to the civic parkade system.

New zoning for Wharf Street waterfront in the early 1980's attempted to achieve customer parkade facilities by making on-site parking, at suburban standards, a requirement. This has posed difficulties for existing buildings. A more practical approach is for the public agencies (majority owners) to plan for inclusion of a parkade as a development component.

4.5.1 Objectives

.1 To maintain or improve on the current balance between commercial parking space and parking.

.2 To encourage desired development, eg. residential, heritage restoration, continuous shop frontage etc. by not requiring excessive or unrealistic on-site parking requirements.

4.5.2 Policies

.1 Consider a zoning density bonus where significant improvements in the balance between parking supply and demand will result. See also *Part B3.2. Density and Bonusing and B4.2 Parkades.*

4.5.3 Implementation

.1 Continue the current zoning policy which exempts old buildings and most new developments, but with these changes:

a) reduce residential parking requirement from .7 to .25 per dwelling unit and continue the exemption for most other uses, eg. retail, restaurant, theatres, etc.

b) delete parking requirements for all properties on the water side of Wharf Street. (Encourage provision of customer parkades).

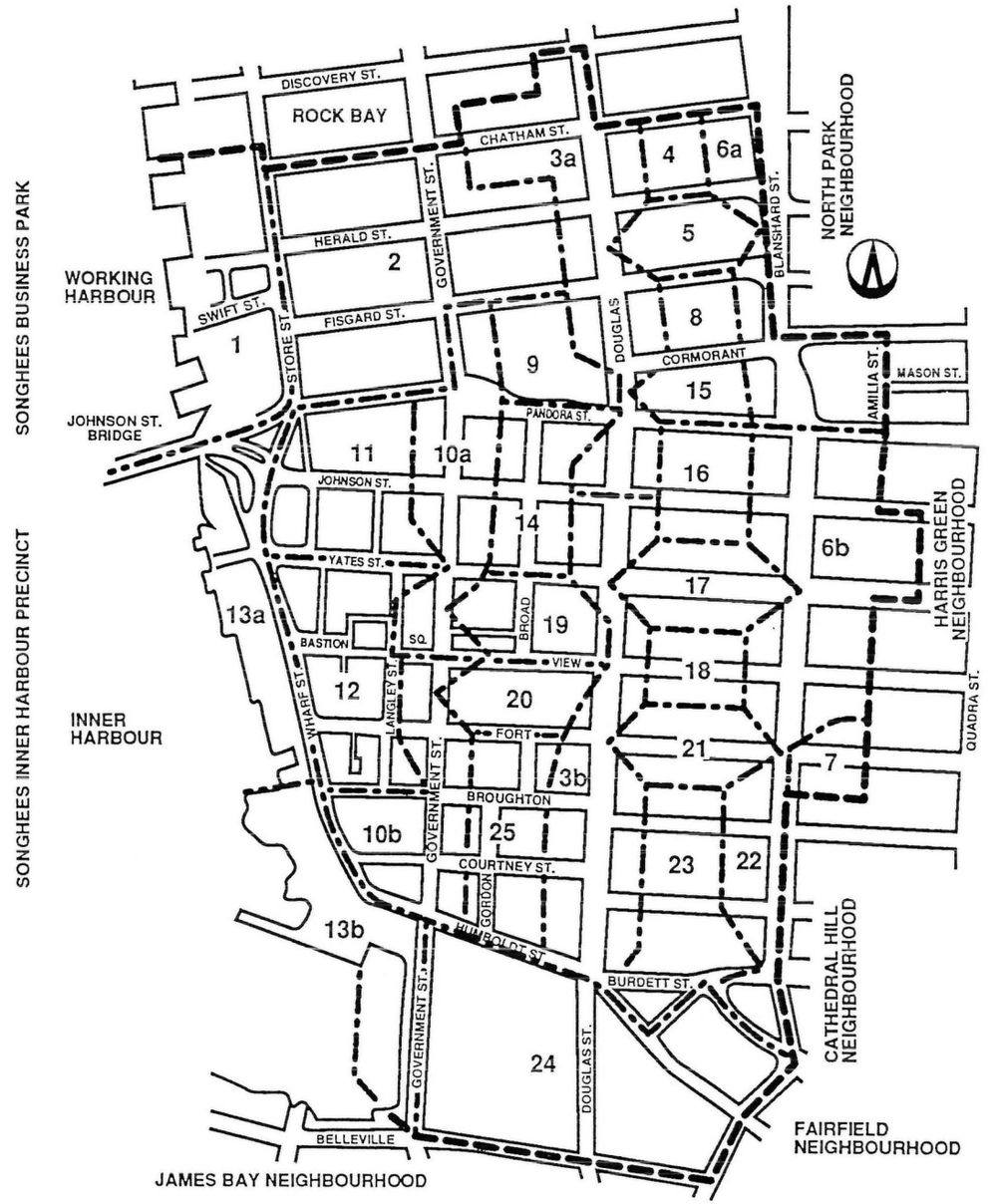
c) require "major" office developments with floorspace in office use exceeding 30,000 sq.ft. to provide on-site parking at a rate of 1 space per 1,000 sq.ft. Note: Between 1977 and 1987, building permits were issued for 4 office buildings that exceeded 30,000 sq.ft. in size.

Map C Precincts Key Map

Precinct Number and Name

1	Store Street	13a	Inner Harbour - North
2	Chinatown	13b	Inner Harbour - South
3a	Douglas Street - North	14	Broad Street
3b	Douglas Street - South	15	Pandora Avenue - 700 Block Revitalization
4	Caledonia Avenue	16	Johnson Street - 700 Block
5	The Bay	17	Yates Street - 700 Block
6a	Blanshard Street - North	18	View Street - 700 Block
6b	Blanshard Street - South	19	Trounce Alley
7	Fort Street - 800 Block	20	Victoria Eaton Centre
8	Cormorant Street - 700 Block	21	Fort Street - 700 Block
9	Centennial Square	22	Fairfield Slope
10a	Government Street - North	23	Waddington Building
10b	Government Street - South	24	Humboldt Valley Revitalization
11	Market Square	25	Gordon Street
12	Bastion Square		

Note: A separate document entitled:
"Part C, Precinct Plans" is available under separate cover.



D. Glossary of Terms

Active Open Space

Open space that is well used on a daily basis.

Advisory Design Panel

Committee that includes a Council member and designers appointed by City Council to offer advice on all aspects of development design.

Blighting Influence

Physical condition of building, street, alley or open space that results in an unsightly condition, eg. overhead wiring, derelict building, refuse-strewn vacant lot or unscreened parking area.

Bonus Density

Allowance to add more floor space than would otherwise be permitted under City zoning limits.

Business Improvement District

Area within which property owners and businesses work together to improve and promote the area.

Catchment Boundaries

The border separating two service areas. In the Downtown Plan's context, catchment boundaries are used to describe those blocks that are closest to a particular customer parkade.

Commuter Parking

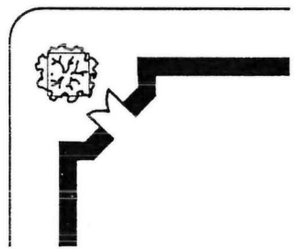
Long-term parking used primarily for a worker whose vehicle occupies this space for the entire working day. This is distinct from a customer parking space where a much higher turnover rate occurs. It may be reserved space or available to the general public.

Constrained Site

In the context of on-site parking, this describes a condition where the existing building siting allows insufficient space for adequate parking facilities.

Corner Forecourt

Building condition where a section of the building corner is set back from lot line or "splayed" to achieve an open space effect.



Corner Setback

Condition where a building face is sited back from the corner of a lot, usually a street intersection, rather than on the property line.

Curb Lanes

Space for moving vehicles that is closest to the curb. Where street parking exists at curbside, this will be the first lane outboard of the parked cars.

Customer Parking

Short-term parking available to the general public. This type of parking is characterized by a high turnover rate, i.e. one parking space is put to use by multiple customers during the course of a day as opposed to a commuter parking space which is used by one car only during the day.

Deadening Effect

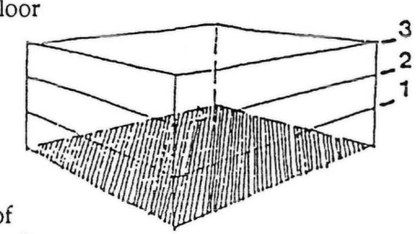
Condition attributed to land use or building that results in a dull, uninteresting facade.

Density

Relationship of total floor area to lot area (also known as floor space ratio, floor area ratio or floor space index). Occasionally, "density" is used to relate the number of dwelling units per acre. Density and height may sometimes be related, however, it is not unusual to have a high-density, low-profile building or conversely, a low-density, highrise building.

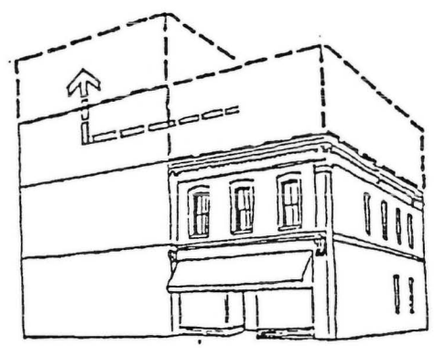
Density Limit

The maximum amount of floor area that is permitted under the existing zoning. This is normally expressed as a "floor space ratio" (the amount of floor area in relation to the amount of land area) eg. 3:1 means the floor space limit would be 3 x the land area.



Density Transfer

Mechanism used to conserve an existing "under-built" site by shifting its surplus floor space rights to a nearby site, allowing that second site to become built at a higher density than would otherwise be permitted in the zoning.



Desirable Shop Frontage Street

Area where "shop frontage" is encouraged, but not required in the Zoning By-law.

Development Permit

Formal approval of form and character and in many cases, exterior design, given by City Council prior to issuance of a building permit. The obtaining of a Development Permit is compulsory throughout Downtown.

Development Permit Area

An area designated by the City's Official Community Plan because of its special characteristics. Within these areas, applications for buildings, and in some cases, signs and awnings, require the City's design approval before issuance of construction permits.

Development Rights Transfer

See Density transfer.

Easement

Right-of-way registered on land title over a private property to guarantee uninterrupted access.

Essential Shop Frontage Street

Area where it is considered necessary to require "shop frontage" in the Zoning By-law.

Facade

Portion of building exterior that faces public open space, eg. street, courtyard, square or walkway.

Five Year Capital Program

A scheduled list of physical improvement projects, usually to streets, utilities, open space or underground services that the City intends to carry out, by order of priority, with attached budget.

Floor Space Ratio

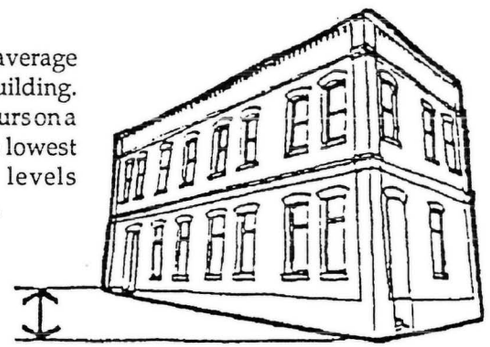
Measure of density that relates total building area to area of lot (also known as floor area ratio, or floor space index). See also *Density*. Note: The Zoning By-law contains a more precise legal definition of this important term.

Gateway Intersection

Design of building and open space should acknowledge this as an important entry point to Downtown.

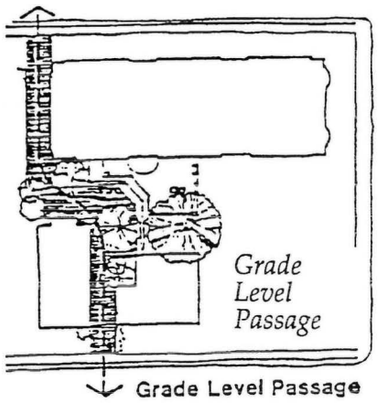
Grade Difference

Grade is generally the average level of land, next to a building. A "grade difference" occurs on a sloping site between the lowest and highest ground levels adjacent to the building.



Grade Level Passage

A walkway at street level connecting two streets.



Grid

Rectangular pattern, eg. a "grid" of streets establishes a pattern of parallel streets with intersecting streets at right angles.

Height Gradient

The change in heights measured over a linear distance.

Height Limit

The maximum size of building permitted measured from ground level.

Heritage Designated

Property designated by municipal by-law under the B.C. Heritage Act. Properties that have been designated can be altered (or demolished) only with the approval of City Council.

Heritage Interpretive Plaque

Sign posted on a building explaining its historic or architectural importance.

Heritage Registry

City Council's list of properties that have not been "heritage designated" but which may be eligible for eventual designation. Applications to demolish a building on the Heritage Registry are referred to City Council for a decision on whether or not the designation process is to be initiated. Applications to alter a building on the Heritage Registry receive the benefit of the Heritage Advisory Committee's advice as part of the building permit process.

Highrise

Buildings higher than 10 storeys.

Long-term Parking

See *Commuter Parking.*

Low Rise

Building height ranging from 1 to 5 storeys.

Main Spine Walkway

Section of walkway that is considered to be essential to the walkway system because of its strategic importance in linking origins and destinations.

Median Islands

Pedestrian refuge area set aside between curbs. Usually these are waiting areas on long, busy street crosswalks.

Municipal Act

Provincial statute which sets out most of the planning powers available to the City of Victoria.

Narrowed Curbs

Condition where sidewalks are widened to permit pedestrian crosswalk to be a minimal distance curb to curb. These usually occur at the intersection of street or mid-block walkway.

Open Space

Area accessible at ground level, open to the weather and/or attractive to the general public.

"Public" Open Space

Generally refers to spaces without access restrictions, such as parks and squares: it excludes roads, sidewalks and boulevards.

"Private Open Space"

May include yards, gardens, enclosed malls and courtyards to which public access limits may apply.

Official Community Plan

By-law #86-86 was adopted in July 1986; it provides a planning framework for the City, as well as the designation of all the City's Development Permit Areas.

On-Site Parking

Parking that serves a building, on the same lot.

Parkade

Parking spaces provided within a building (approximately 200 + spaces).

Parking

Refer to Customer Parking, Long-term Parking, Short-term Parking, On-site Parking.

Partnership

Agreement between two parties to carry out a project. In the context of Downtown, a "partnership" could be between the City and another senior government or between government and the private sector.

Partnership Parkade

"Parkade" developed on a shared cost basis between the City and another party. An example would be the Waddington Parkade developed by British Columbia Buildings Corporation and made available on a lease-back basis for customer parking managed by the City of Victoria.

Precinct

One of 25 sub-areas which make up Downtown Victoria. They range in area from less than a block to several blocks as illustrated in Part C.

Public Right-of-Way

This may consist of "street rights-of-way", mid-block walkways and waterfront walkways. These are generally in public ownership, however, they may also take the form of easements across privately owned property.

Recycle

Used in the context of repairing buildings, it describes a condition where a derelict building is repaired and put to a new use.

Rehabilitation

Repair and upgrading of a building to more modern standards. It does not imply "restoration" in every case.

Restoration

Repair and upgrading of a traditional building to modern standards but with care taken to recreate the authentic original design and finishes.

Retail Core

Area defined in the City's Official Community Plan as having the highest concentration and strategic importance for retail land uses.

Revitalize

Condition where a building that has previously been derelict or under-utilized is repaired and put to efficient use. It is not synonymous with "restoration".

Rush Hour Road Capacity

The maximum number of vehicles that can pass a given point in the road system during the time period.

Scale

The size of a structure or its component parts relative to a person.

Self Taxation

Mechanism used in Business Improvement Districts, etc. to raise extra funding to carry out projects of mutual benefit.

Shop Frontage

Means the condition where active windows and doors comprise most of the facade, affording contact between sidewalk and people-oriented displays and activities at close intervals and where continuous blank walls do not exceed 15 feet in length. See also Desirable Shop Frontage and Essential Shop Frontage.

Short-Term Parking

See Customer Parking.

Signage

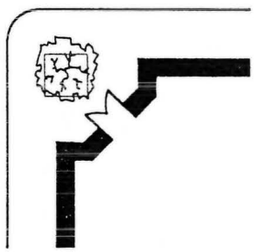
A set of two or more signs.

Splash Zone

Area of sidewalk adjacent to moving vehicular traffic, ie. there is not separation distance afforded by parked cars or boulevard.

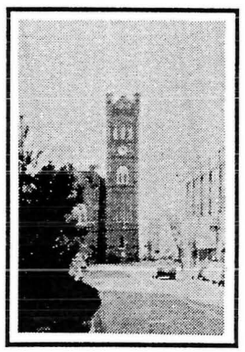
Splayed Building Corner

Condition resulting from a "rounding off" or bevelling of what would otherwise be a right angle building corner. A splay is used for better sight lines and open space at congested intersections or to achieve an aesthetic effect.



Streethead

Facade design balanced to "close" the view from a street approach, eg. the Malahat building forms a "streethead" at the foot of Broughton Street.



St. Andrews
Douglas St.

Street Right-of-Way

This is the area of land taken up by all components of a public street; this includes road surface, curbs, boulevards and sidewalks. A street right-of-way is bordered by subdivided lots.

Substandard

Inferior condition relative to desired condition.

Terminus

The end point in a linear feature, eg. Government Street Mall's southern "terminus" is its intersection with Wharf/Humboldt Streets.

Transfer of Development Rights

See Density Transfer.

Transient Accommodation

Hotel

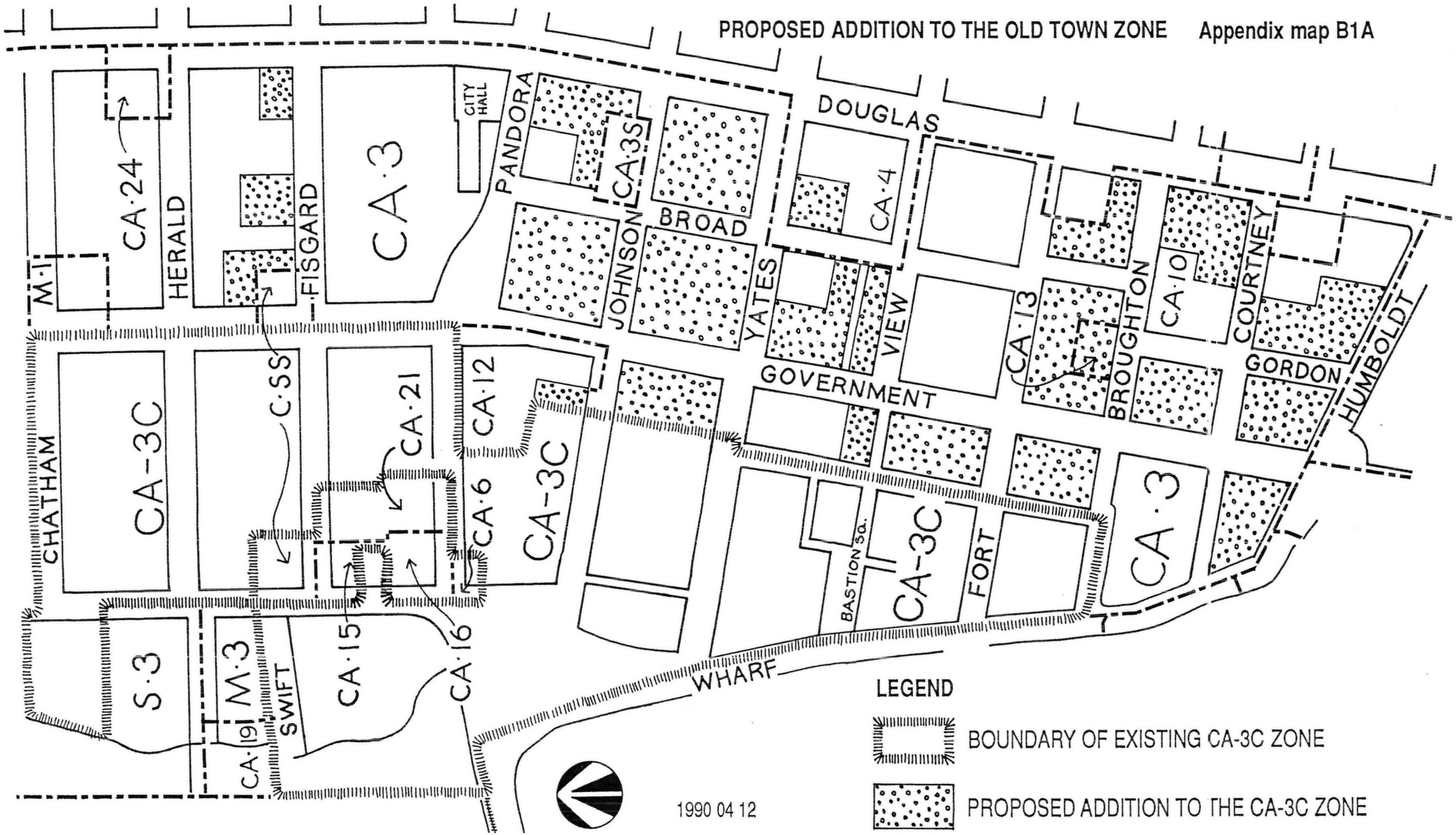
Transit Ridership

Measure of the number of persons who use public transit over a defined period of time.

Vista

Interesting distant view.

Walkway System

Network of pedestrian paths connecting up various origins and destinations. A walkway system may incorporate both public and private lands.

PROPOSED ADDITION TO THE OLD TOWN ZONE Appendix map B1A